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THE CITY RECORD

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WILLIAM J. GAYNOR, MAYOR.

ARCHIBALD R. WATSON, CORPORATION COUNSEL. WILLIAM A. PRENDERGAST, COMPTROLLER.

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ALDERMANIC COMMITTEE HEARING.

Public notice is hereby given that the Committee on Laws and Legislation of the Board of Aldermen will hold a public hearing in the Aldermanic Chamber, City Hall, Borough of Manhattan, on Monday, April 10, 1911, at 2 o'clock p. m., on the following matter: Revision of the Hack Ordinance.

All persons interested in the above matter are respectfully invited to attend.

P. J. SCULLY, City Clerk and Clerk of the Board of Aldermen.

BOARD OF ESTIMATE AND APPORTIONMENT.

PUBLIC NOTICE.

Public notice is hereby given that at the meeting of the Board of Estimate and Apportionment held this day, a communication, dated March 23, 1911, was received from the Public Service Commission for the First District, transmitting resolutions adopted by said Commission, as follows:

(a) Revoking resolutions adopted by the Board of Rapid Transit Railroad Commissioners adopting the Prospect Park Extension and changing and modifying the routes and general plans of construction for the Eastern Parkway route, Borough of Brooklyn;

(b) Adopting routes and general plans of construction for a proposed rapid transit railroad along Nostrand avenue, and a proposed rapid transit railroad along East 98th street and Livonia avenue, Borough of Brooklyn;

and requesting the approval and consent of this Board thereto, when the following resolutions were adopted:

Resolved, That the communication be received, and in pursuance of law this Board hereby appoints Thursday, the 6th day of April, 1911, at 10.30 o'clock in the forenoon, as the time, and Room 16, City Hall, Borough of Manhattan, as the place, when and where such plans and conclusions will be considered; and be it further

Resolved, That the Secretary be and he hereby is directed to cause notice of such consideration to be published in the CITY RECORD.

Dated, New York, March 30, 1911. JOSEPH HAAG, Secretary.

PUBLIC SERVICE COMMISSION—FIRST DISTRICT.

No. 154 NASSAU ST., NEW YORK CITY.
Weekly Calendar of Hearings.

The following hearings will be held during the remainder of the week commencing April 3, 1911:

Thursday, April 6.—2.30 p. m.—14th Floor.—Case No. 1305.—Bondholders' Committees, Metropolitan Street Railway Company.—"Application for approval of reorganization and issue of securities thereunder."—Commissioner Maltbie. 2.30 p. m.—Room 305.—Case No. 1330.—Interborough Rapid Transit Company.—"Station facilities on 2d, 3d and 9th ave. elevated lines."—Commissioner Eustis. 2.30 p. m.—Room 310.—Case No. 1284.—Brooklyn and Jamaica Bay Railway Company.—"Application for certificate of public convenience and necessity for railroad in Brooklyn."—Commissioner Bassett. 3.30 p. m.—Room 310.—Case No. 1331.—New York and Long Island Traction Company.—"Service on Brooklyn-Mineola Division, Jamaica-Hempstead Division, and Jericho Turnpike Division."—Commissioner Bassett.

Friday, April 7.—2 p. m.—Room 310.—Degnon Contracting Company.—"Arbitration, City's Appeal."—H. H. Whitman of counsel.

Regular meeting of the Commission held on Tuesday and Friday at 11.30 a. m.—Room 310.

Department of Docks and Ferries.

Abstract of transactions of the Department of Docks and Ferries for the week ending March 4, 1911—Permits Granted: Iron Steamboat Company, use of portion of south side of pier foot of W. 129th st., North River; rental, $500 per month. Anning J. Smith, landing boats, north side of pier foot of 129th st., North River; rental, $300 per month. Emerson Contracting Co., space, for one month, between 28th and 29th sts., North River; compensation, $20. New York, New Haven and Hartford Railroad Co., land under water between Piers (old) 45 and (old) 46, East River; rental, $1,730.97 per annum; also land under water covered by widening of Pier (old) 45, East River; rental, $771.12 per annum. John P. Kane Company, 188 feet of bulkhead south of W. 96th st., and upland in rear; rental, $3,500 per annum. Dr. J. Wertheimer, Lot 13 of Block 34, at Broad Channel, Jamaica Bay; rental, $35.40 per annum.

Permit Revoked—Burns Bros., for coal hoist and hopper on south side of pier foot of 32d st., East River.

Employees—Transferred to Office of President of Borough of Manhattan: Michael J. Cronin, Edward Flaherty and Michael Hurley, Licensed Firemen. Reassigned: William Patten, Marine Sounder; Thomas J. Brennan, Dockbuilder. Resigned: Dennis F. Burke, Dock Laborer.

The Cashier reported moneys deposited amounting to $158,333.38.

The Auditor reported that payrolls for the week ending March 2, 1911, amounted to $31,604.57, and that payrolls for month of February, 1911, amounted to $94,681.05.

Contracts—Class 2 of Contract 1264, for furnishing horses, harness and drivers, was awarded to Wacker & Flannigan; John J. O'Rourke and Thomas Morgan, sureties.

Consent was granted for the substitution of the National Surety Company, as surety, on Contract 1264, Class 1, for horses, harness and drivers, in place of John J. O'Rourke and Thomas Morgan, Wacker & Flannigan, contractors.

Open market orders aggregating the sum of $10,619.73 were issued during the week.

CALVIN TOMKINS, Commissioner.

Board of Health.

Abstract of the Minutes of March 28, 1911.

The Board met pursuant to adjournment. Present, Commissioner of Health, Health Officer of the Port, and Police Commissioner.

The Finance Committee presented various bills which had been audited by the Chief Clerk, which were approved and ordered forwarded to the Comptroller for payment.

The Superintendent of Hospitals submitted weekly reports of the work performed in the various hospitals under his jurisdiction.

Changes in the hospital service recommended by the Superintendent of Hospitals for the month ending March 31, 1911, were approved.

The Sanitary Superintendent submitted weekly reports of the work performed in the various divisions of the Sanitary Bureau.

The Director of Laboratories submitted weekly reports of the work performed in the various laboratories under his jurisdiction.

The following premises were ordered vacated: 217 East 77th st., Borough of Manhattan.

Orders for vacation against certain premises were rescinded, the cause for same having been removed.

The following premises were declared public nuisances: Barber shop at southeast corner Cropsey ave. and 25th ave., Brooklyn; stable located at 1511 73d st. (rear), Brooklyn.

Miscellaneous applications for permits were granted.

Miscellaneous applications for permits were denied.

Various permits granted by the Board were revoked.

Extensions of time in which to comply with provisions of orders issued against certain premises were granted, and certain applications for relief from and extension of orders were denied.

The weekly report of the Bureau of Records was received.

The Registrar of Records was directed to record corrected certificates of vital statistics relating to various persons.

Certain certificates of birth which failed of record owing to the failure of the physicians and midwives to comply with the provisions of the Sanitary Code, were ordered filed in the volume of delayed and imperfect certificates.

Leaves of absence on account of sickness and for various reasons were granted to several employees in each Borough.

The Sanitary Superintendent was directed to cause certificates of employment to be issued to various applicants who had complied with the requirements of the law relating to the employment of women and children in mercantile and other establishments.

Transfers to Other Departments—Mildred A. Hartnett, Stenographer and Typewriter, $750, to the office of the Corporation Counsel, from April 1, 1911.

Renee Plummer, Stenographer and Typewriter, $750, to the Law Department, from April 1, 1911.

Transfer from Other Department—Edward W. Nugent, 181 W. 102d st., Manhattan, Sanitary Inspector, $1,200, from the Tenement House Department, from April 1, 1911.

Resignations—Bryer H. Pendry, Inspector of Foods (Milk), from April 1, 1911; Samuel Schneider, M.D., Medical Inspector, from March 24, 1911; Elsie S. Berrian, Nurse, from April 3, 1911; Joseph P. Sheridan, M.D., Medical Inspector, from March 23, 1911; W. P. Whyland, Sanitary Inspector, from March 24, 1911; John Strother Gaines, M.D., Medical Inspector, from March 25, 1911.

EUGENE W. SCHEFFER, Secretary.

Board of Examiners.

Minutes of March 7, 1911.

Present—Messrs. Charles Buek, Lewis Harding, Charles G. Smith, Edward F. Croker, William A. Boring, William Crawford and George A. Just, Chairman.

Mr. Boring was excused.

Appeal 31 of 1911, laid over at last meeting.

Letter from appellant, dated the 3d inst., presented and read. On motion, approved, so far as to permit the use of non-fireproofed wood for sleepers and door-bucks on all floors.

Appeal 36; Fireproof Shutter Case 8 of 1911—Report of Chief Croker, dated the 4th inst., presented and read. On motion, report received, its recommendations adopted; and appeal disapproved.

Appeal 37 of 1911, New Buildings, 27th of 1911—Premises southwest corner Pearl and Elm sts., Manhattan, Messrs. Goldwin, Starrett & Van Vleck, appellants. Appearance: E. A. Van Vleck. On motion, discharged.

Appeal 38 of 1911, New Buildings 7905 of 1910—Premises northwest corner of Jefferson and Throop aves., Brooklyn, Henry Grasman. On motion, dismissed, the appeal being improperly made.

Appeal 39 of 1911, Alterations 332 of 1911—Premises 134 to 140 W. 29th st., Manhattan, James P. Whiskeman, appellant. Appearance: J. P. Whiskeman. On motion, approved.

Appeal 40 of 1911, New Buildings 52 of 1911—Premises northwest corner 162d st. and Broadway, Manhattan, Schwartz and Gross, appellants. Appearance: S. I. Schwartz. On motion, approved on condition that the partition dividing the semi-public hall from the apartments on all floors be made fireproof, and that all doors, transoms and jambs be made fireproof and glazed with wireglass, where glass is required in this partition.

Letter from Edmund D. Fisher, Deputy Comptroller, dated 28th ult., enclosing copy of opinion from G. L. Sterling, Acting Corporation Counsel, stating that vouchers must be signed by the Chairman (in place of by the Clerk, as heretofore), presented and read.

Letter from F. Buchar, in re Appeal 17 of 1911, dated the 2d inst., presented and read. Reply dictated by the Chairman. Adjourned.

EDWARD V. BARTON, Clerk.

Minutes of March 14, 1911.

Present—Messrs. Charles Buek, Lewis Harding, Edward F. Croker, William A. Boring, William Crawford and George A. Just, Chairman.

Appeal 41 of 1911, Alterations 240 of 1911—Premises east side 6th ave., 18th to 19th sts, Manhattan, A. A. Winkler, appellant. Appearances: Messrs. Winkler, Prinsted and Richter. Approved on condition that the extension to the balcony be made four feet wide instead of four feet six inches.

The Chairman announced to the Board his re-election by the Society of Architectural Iron Manufacturers, and his re-appointment by the Mayor as Chairman; whereupon, on motion, his credentials were ordered spread in full on the minutes.

The Chairman appointed Mr. Harding a committee of one to make a recommendation, at the next meeting of the Board, regarding a suitable case for the keeping and protection of the plans filed with the Board. Adjourned.

EDWARD V. BARTON, Clerk.

BOARD OF ESTIMATE AND APPORTIONMENT.

Minutes of Meeting of Board of Estimate and Apportionment, Held in Room 16, City Hall, Thursday, March 30, 1911.

FINANCIAL AND FRANCHISE MATTERS.

The Board met in pursuance of an adjournment.

Present—William J. Gaynor, Mayor; William A. Prendergast, Comptroller; John Purroy Mitchel, President, Board of Aldermen; George McAneny, President, Borough of Manhattan; Alfred E. Steers, President, Borough of Brooklyn; Cyrus C. Miller, President, Borough of The Bronx; Lawrence Gresser, President, Borough of Queens, and Louis L. Tribus, Acting President, Borough of Richmond.

The Mayor, Hon. William J. Gaynor, presided.

FRANCHISE MATTERS.

Long Island Railroad Company.

In the matter of the application of the Long Island Railroad Company for the right to occupy certain portions of the subsurface of Atlantic avenue, between Flatbush avenue and a point between Vanderbilt and Clinton avenues, Borough of Brooklyn, for the purpose of constructing side-tracks and turnouts to its existing freight and passenger depots, and to occupy the subsurface of Vanderbilt avenue at its intersection with Atlantic avenue, and Carlton and 6th avenues, between Atlantic avenue and Pacific street, for the purpose of enlarging its depressed freight yards.

At the meeting of March 2, 1911, a report was received from the Division of Franchises, approved by the Chief Engineer, stating the Company had requested certain amendments to the form of consent as recommended by the Franchise Committee.

At the same meeting a petition was received from Francis Gottsberger, representing the Atlantic Avenue and Brooklyn Improvement Association and the Central Citizens' League of Brooklyn, objecting to granting the consent on the proposed terms and conditions, and suggesting other terms.

At the request of the Counsel for the Company, the matter was laid over until this day.

Gen. George W. Wingate, General Solicitor of the Company, appeared on behalf of the Company and objected to certain of the proposed conditions.

Francis Gottsberger, representing the Atlantic Avenue and Brooklyn Improvement Association and the Central Citizens' League of Brooklyn, appeared in opposition to the proposed grant.

The petition of Francis Gottsberger, presented at the meeting of March 2, 1911, was referred to the Chief Engineer.

Action was then deferred until April 13, 1911, and the matter of the railroad application was referred to the President of the Board of Aldermen.

Robert J. Collier.

In the matter of the consent granted to Robert J. Collier to continue to maintain and use a single-span bridge over and across West 13th street, east of Washington street, Borough of Manhattan.

The Secretary presented the following:

Report No. F-283.

Board of Estimate and Apportionment, The City of New York, Division of Franchises, March 18, 1911.

Mr. NELSON P. LEWIS, *Chief Engineer:*

Sir—By resolution adopted by the Board of Estimate and Apportionment February 16, 1911, approved by the Mayor on the same date, Robert J. Collier was granted permission to continue to maintain and use a single-span bridge over and across West 13th street, east of Washington street, Borough of Manhattan, connecting premises leased by the grantee and to be used as a passageway for the conveyance of paper and other materials.

Section 15 of the consent provides as follows:

"This consent shall not become operative until said grantee shall duly execute an instrument in writing, wherein said grantee shall promise, covenant and agree on his part to conform to and abide by and perform all the terms and conditions and requirements in this consent fixed and contained and file the same with the Board of Estimate and Apportionment of The City of New York within thirty days after the approval of this consent by the Mayor."

Under and pursuant to the above-quoted section, the grantee presented an instrument, dated March 1, 1911. This agreement has been approved as to form by the Acting Corporation Counsel and returned to this office with a communication dated March 13, 1911.

"The Departments interested, likewise the grantee, have been furnished with certified copies of the approved resolution, and the grant is now in full force and effect.

Respectfully, HARRY P. NICHOLS, Engineer in Charge.

Approved: NELSON P. LEWIS, Chief Engineer.

Which was ordered filed.

New York Central and Hudson River Railroad Company.

In the matter of the consent granted to the New York Central and Hudson River Railroad Company to construct, maintain and operate a branch or turnout across 12th avenue, south of 60th street, Borough of Manhattan.

The Secretary pesented the following:

Report No. F-282.

Board of Estimate and Apportionment, The City of New York, Division of Franchises, March 25, 1911.

Mr. NELSON P. LEWIS, *Chief Engineer:*

Sir—By resolution adopted by the Board of Estimate and Apportionment February 9, 1911, as amended February 16, 1911, approved by the Mayor February 27, 1911, the New York Central and Hudson River Railroad Company was granted permission to construct, maintain and operate a branch or turnout across 12th avenue, south of 60th street, Borough of Manhattan, connecting its yards north of 60th street and a railway trestle along the northerly side of Pier 99, at the foot of West 59th street, which pier the Company occupies under lease from the Department of Docks and Ferries.

Section 15 of the consent provides as follows:

"This consent shall not become operative until said grantee shall duly execute an instrument in writing, wherein said grantee shall promise, covenant and agree on its part to conform to, abide by and perform all the terms and conditions and requirements in this consent fixed and contained, and wherein said grantee further stipulates and agrees that the permission or consent hereby granted is temporary and revocable at will by the Board of Estimate and Apportionment, and the Company hereby stipulates and agrees that on the demand of the Board of Estimate and Apportionment at any time for any reason, the Company will, at its own expense, remove the said tracks laid under the permission or consent hereby given and restore the streets to the same condition in which they were before said tracks were laid and, further, that the grant of such temporary and revocable permission or consent shall in no way prejudice the rights of the City in the pending or any future litigation between the City and the Company to remove the tracks of the Company from the streets and avenues, and from the line or route, now occupied by the Company for the maintenance and operation of its railroad, from Spuyten Duyvil to St. Johns Park, and file the same with the Board of Estimate and Apportionment of The City of New York within thirty days after the approval of this consent by the Mayor."

And Section 16 of the consent provides as follows:

"This consent shall not become operative unless and until the said grantee shall duly execute an instrument in writing and file the same with the Board of Estimate and Apportionment within thirty (30) days of the approval of this consent by the Mayor, wherein said grantee shall promise, covenant and agree on its part to waive all claims for damages alleged to be sustained on account of the removal by the City on or about December 27, 1906, of the tracks on 12th avenue, between 58th and 60th streets, in the Borough of Manhattan, which are or may be claimed to have been made, or which may have accrued from and since, or from and after January 1, 1910.

"And said grantee shall promise, covenant and agree in said instrument to hold The City of New York harmless for all damages to persons or property which may result from the construction or operation of the spur track hereby authorized."

Under and pursuant to the above-quoted sections, the grantee presented an agreement dated March 10, 1911. This agreement has been approved as to form by the Corporation Counsel, and returned to this office with a communication dated March 16, 1911.

The Departments interested, likewise the grantee, have been furnished with certified copies of the approved resolution and the grant is now in full force and effect. Respectfully, HARRY P. NICHOLS, Engineer in Charge.

Approved: NELSON P. LEWIS, Chief Engineer.

Which was ordered filed.

Ebling Brewing Company.

In the matter of the tunnel and overhead pipes maintained by the Ebling Brewing Company across Eagle avenue, between 156th and 158th streets, Borough of The Bronx.

At the meeting of March 16, 1911, a communication was received from the President of the Borough of The Bronx, objecting to the continued maintenance of the overhead pipes, and stating he was opposed to any unsightly structure like the one proposed being maintained in that Borough. A report was also received from the Division of Franchises, approved by the Chief Engineer, suggesting that the petition be denied and the Company directed to present an application for permission to install, maintain and use the necessary structures underneath the street.

At the request of the President of the Borough of The Bronx, action was deferred until this day.

At the request of the President of the Borough of The Bronx the matter was laid over until April 13.

Communications from the Mayor's Office.

Communications were received from the Mayor's office, as follows:

(a) Designating the "Long Island Democrat" and "The Globe" as the daily newspapers in which the form of contract and notice of hearing thereon for a modification of the contract dated February 1, 1909, granting a franchise to the New York and North Shore Traction Company, shall be published prior to the final hearing on April 27, 1911.

(b) Designating the "New York Press" and the "New York Times" as the daily newspapers in which the petition and notice of hearing thereon, of the New York, Westchester and Boston Railway Company for certain modifications and amendments of the ordinance of August 2, 1904, as amended, granting said Company a franchise, shall be published prior to the hearing on April 27, 1911.

(c) Returning, duly approved by his Honor, the Mayor, on March 21, 1911, resolution adopted by this Board March 16, 1911, granting the Electric Protection Company of New York permission to install its signal recording apparatus in Fire Head quarters.

Which were ordered filed.

Robert J. Collier.

An application was received from Robert J. Collier for permission to construct, maintain and use steam pipes under West 13th street, between 9th and 10th avenues, Borough of Manhattan, connecting premises leased by the petitioner on opposite sides of said street.

Which was referred to the Chief Engineer.

Flatbush Gas Company.

A communication was received from the Deputy Comptroller, submitting statement showing dates and amounts paid by the Flatbush Gas Company under and pursuant to contract dated December 28, 1909, granting said Company a franchise to maintain and operate an underground conduit in the easterly side of the Ocean parkway, Borough of Brooklyn, from Foster avenue, 30th Ward, to the terminus of the said Ocean parkway in that part of the 31st Ward known as Coney Island, Borough of Brooklyn, and to supply electricity to public and private consumers within the territory described in the contract.

Which was referred to the Chief Engineer.

Gotham Electric Service Company.

In the matter of the petition of the Gotham Electric Service Company for a franchise to construct, maintain and operate wires, for the purpose of operating a call and signal system for messengers, in that portion of the Borough of Manhattan south of Chambers street, between Pearl and Greenwich streets, and the portion between 23d and 59th streets, 3d and 9th avenues.

At the meeting of March 16, 1911, the Engineer in charge of the Division of Franchises was directed to communicate with the Company and advise it that should it fail to comply with the directions of the Board by March 30, 1911, requiring it to have the proposed contract and map in printed form, action would be taken on a resolution denying the petition.

The Secretary presented the following:

Report No. F-267.

Board of Estimate and Apportionment, The City of New York, Division of Franchises, March 22, 1911.

Mr. NELSON P. LEWIS, *Chief Engineer:*

Sir—At the meeting of the Board held March 16, 1911, I was instructed to confer with the representatives of the Gotham Electric Service Company and advise them that unless they complied with the directions of the Board in completing the franchise procedure necessary in accordance with their formal acceptance of the form of contract as received by the Board at the meeting of February 16, the Board would, on March 30, act on a resolution denying the franchise. Immediately thereafter, I communicated with the attorney for the Company, and on March 21 held a conference with Mr. Robert Lecouver and Mr. Percy L. Klock, his attorney. I explained the situation fully to them and told them that their actions in failing to reply to any communications from the Board or from me were certainly inexplicable, and desired to be advised if it was their intention to proceed further.

Mr. Robert Lecouver at the time of the making of the application was the President of the Company, and I was informed by both his attorney and Mr. James E. Siers, the secretary and treasurer, that he was the financial head of the Company and would furnish the necessary funds for it to proceed, but at the conference of yesterday Mr. Lecouver said he was no longer an official of the Company, was only slightly financially interested, and declined to name the men who were to finance the Company.

I also informed the gentlemen that the Bankers' and Brokers' Messenger Company, which it was proposed to take over and operate should the franchise to the Gotham Electric Service Company be granted, was without a franchise and was not incorporated to carry on a messenger business and use the streets of the City for the purpose of its wires, etc., and that the only reason why action had not been taken before in regard to this Company, after the report presented to the Board on December 22, 1910, was that, pending the attempt to cure the unauthorized operation of the Bankers' and Brokers' Messenger Company by this application, I saw no reason for any drastic action.

The conference terminated without any decision on the part of Mr. Lecouver, and he advised me that he would communicate with me later in the day.

This morning I received a communication from Mr. Klock, the attorney, stating that the Company did not desire to proceed further with the matter.

In consequence, I would recommend that the petition presented to the Board on October 28, 1910, be denied, and that the Commissioner of Water Supply, Gas and Electricity be informed that the Bankers' and Brokers' Messenger Company has no authority to operate a messenger call service in the City of New York, for the reason that it is not incorporated under the law to conduct such business, and has no franchise from the City, and, further, that the Empire City Subway Company, Limited, be likewise notified, as it is in the ducts of that Company that the wires for the use of the Bankers' and Brokers' Messenger Company, leased from the New York Telephone Company, are operated.

A resolution denying the franchise is herewith submitted.

Respectfully, HARRY P. NICHOLS, Engineer in Charge.

Approved: NELSON P. LEWIS, Chief Engineer.

The following was offered:

Resolved, That the petition verified October 19, 1910, of the Gotham Electric Service Company, organized to acquire the messenger business of the Bankers' and Brokers' Messenger Company, presented to this Board at the meeting of October 28, 1910, for a franchise to construct, maintain and operate wires or other conductors under the streets, avenues and highways within the Borough of Manhattan lying south of Chambers street, between Pearl and Greenwich streets, and the portion between 23d and 59th streets, 3d and 9th avenues, be and the same is hereby denied; and be it further

Resolved, That the Secretary of this Board be and he is hereby directed to forward certified copies of this resolution to the Commissioner of Water Supply, Gas and Electricity, the Empire City Subway Company, Limited, and the New York Telephone Company, and advise said official and companies that the Bankers' and Brokers' Messenger Company has no authority to operate a messenger call service within the limits of the City of New York, as said Company is not incorporated under the law to conduct such business and has not obtained the consent of the local authorities to use the streets, avenues or highways of the City for the purpose of carrying on such business, as required by law.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and Queens and the Acting President of the Borough of Richmond.—16.

Charles Pfizer & Company, Inc.

An application was received from Charles Pfizer & Company, Inc., for permission to construct, maintain and use a 16-inch pipe under and across Gerry street, west of Harrison avenue, Borough of Brooklyn, connecting premises of the petitioner on opposite sides of said street, and to contain a 6-inch pipe and a 4-inch pipe for the purpose of carrying condensed water and the superfluous purified water used for manufacturing purposes in the plant of the applicant.

Which was referred to Chief Engineer.

Cross, Austin & Ireland Lumber Company.

In the matter of the application of the Cross, Austin & Ireland Lumber Company for permission to construct, maintain and use a 16-inch pipe under and across Grand street, east of Stewart avenue, Borough of Brooklyn, connecting properties of the applicant on opposite sides of said street, and to be used to convey electric current for light and power between its plant, lumber yards and mill.

This application was presented to the Board at the meeting of February 16, 1911, and referred to the Chief Engineer.

The Secretary presented the following:

General Offices of Cross, Austin & Ireland Lumber Company, 1246 Grand Street, Corner Gardner Avenue, Brooklyn, N. Y., February 7, 1911.

To the Honorable Board of Estimate and Apportionment of The City of New York:

The undersigned, Cross, Austin & Ireland Lumber Company, hereby respectfully applies for permission to construct, maintain and operate a pipe line 16 inches or less in diameter beneath Grand street, in the Borough of Brooklyn, City of New York, at a point thereon 263 feet east from what would be the northeast corner of Grand street and Stewart avenue if said Stewart avenue were projected northerly across Grand street to the northerly side of said street, said pipe to be used as a conduit for electric cables to conduct electricity for light and power from the powerhouse on the premises of said Company north of Grand street to the lumber yards, mill and cabinet shops of the Company on the premises south of Grand street; all said premises to be so connected and benefited are owned by said Company with the exception of certain premises lying between the westerly boundary of the land of said Company and Stewart avenue, between Grand street and Metropolitan avenue, which premises are held by said Company under a lease. Respectfully submitted,

CROSS, AUSTIN & IRELAND LUMBER COMPANY,
By Jas. Sherlock Davis, President.

Report No. F-286.

Board of Estimate and Apportionment, The City of New York, Division of Franchises, March 23, 1911.

Mr. NELSON P. LEWIS, *Chief Engineer:*

Sir—The Cross, Austin & Ireland Lumber Company has presented a petition dated February 7, 1911, to the Board of Estimate and Apportionment for permission to construct, maintain and use a 16-inch pipe line under and across Grand street, in the Borough of Brooklyn, at a point about 263 feet east of the easterly line of Stewart avenue, connecting properties of the petitioner on opposite sides of Grand street, for the purpose of conveying electric current for light and power purposes, from the plant of the premises on the northerly side to the lumber yards, mill, etc., on the southerly side.

The plan accompanying the petition shows the pipe line to be a conduit consisting of a four-way duct laid in concrete, the entire structure to be 12 inches square outside dimensions.

At the meeting of the Board held February 16, 1911, the petition was referred to the Chief Engineer for investigation and report.

The customary examination by a representative of this office revealed no objections to the project. Copies of the petition with accompanying plan were sent to the President of the Borough of Brooklyn and to the Commissioner of Water Supply, Gas and Electricity, with a request that examinations be made by the various bureaus having jurisdiction, with a view to ascertaining if there are any objections to the proposed conduit, or any particular conditions which should be incorporated in the form of consent heretofore used by the Board for similar privileges.

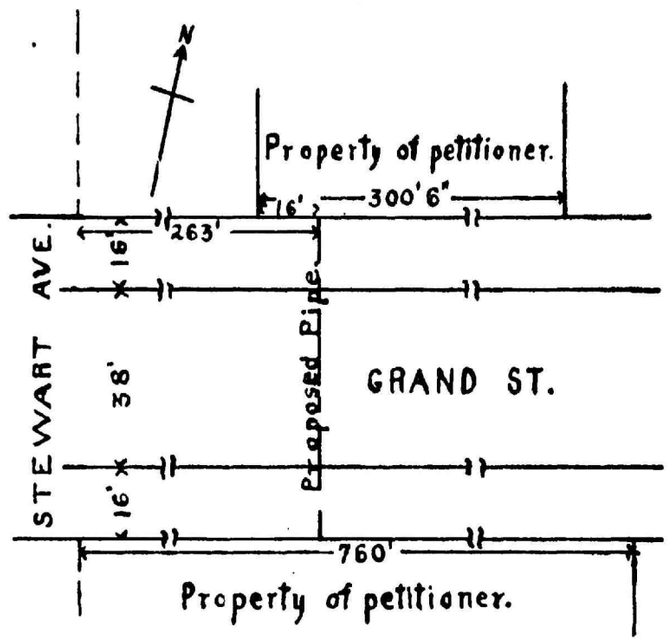
Replies to said communications dated respectively March 18 and March 13, 1911, state that there are no objections to the proposed conduit, and no particular conditions are suggested for incorporation in the form of consent. The reply from the office of the Borough President, however, states that the petitioners have agreed to install the conduit three feet below the surface of the street instead of six feet, as originally shown on the plan, such location and alteration having been recommended by the Bureau of Sewers, in order that the conduit might not interfere with a proposed sewer in Grand street. The plans have been altered so as to show the conduit three feet below the street surface, in accordance with this alteration.

As there are no objections to the proposed conduit, I can see no reason why the requested permission should not be granted should the Board see fit to do so, and I would suggest that consent be given during the pleasure of the Board, but in no case to extend beyond a term of ten (10) years from the date of the approval of the consent by the Mayor, and revocable upon sixty (60) days' notice, and that it be made a condition of the consent that a security deposit in the sum of five hundred dollars ($500) be required, said deposit to be in the form of either money or securities to be approved by and deposited with the Comptroller for the faithful performance of the terms and conditions of the consent. The length of the proposed conduit within the building lines of Grand street is 70 feet. At the rate of charge heretofore adopted by the Board for private pipes in the City streets, viz.: Two dollars ($2) per linear foot for pipes 16 inches or less in diameter, and not over 100 feet in length, the charge for this conduit should be one hundred and forty dollars ($140) per annum. Such sum should be paid into the City Treasury in advance on November 1 of each year.

The customary form of resolution granting the requested consent is herewith submitted for adoption.

Respectfully, HARRY P. NICHOLS, Engineer in Charge.

Approved: NELSON P. LEWIS, Chief Engineer.



Plan of Proposed Pipe for Cross, Austin & Ireland Lumber Co.

DIVISION OF FRANCHISES.

The following was offered:

Whereas, The Cross, Austin & Ireland Lumber Company has presented a petition dated February 7, 1911, for permission to install, maintain and use a pipe line under and across Grand street at a point about 263 feet east of the easterly line of Stewart avenue in the Borough of Brooklyn, for the purpose of conveying electric current between its premises on opposite sides of said street; now, therefore, be it

Resolved, That the consent of the corporation of The City of New York be and the same is hereby given to the Cross, Austin & Ireland Lumber Company, a domestic corporation, to install, maintain and use a vitrified pipe conduit laid in concrete, the entire structure to be twelve inches square outside dimensions, under and across Grand street at a point about 263 feet east of the easterly line of Stewart avenue, in the Borough of Brooklyn, connecting properties of the petitioner on opposite sides of said Grand street, and to be used for the purpose of conveying electric current for light and power purposes from the plant on the northerly side of the street to the lumber yards and mill of the petitioner on the southerly side for the exclusive use of the petitioner and for no other purpose, all as shown on the plan accompanying the application and entitled: "Plan showing location of proposed pipe to be constructed in Grand street, Borough of Brooklyn, to accompany the application dated February 7, 1911, of Cross, Austin & Ireland Lumber Co. to the Board of Estimate and Apportionment, City of New York," and signed Cross, Austin & Ireland Lumber Co., by James Sherlock Davis, President, a copy of which is annexed hereto, and made a part hereof upon the following terms and conditions:

1. Said consent shall continue only during the pleasure of the Board of Estimate and Apportionment, or its successor in authority, and shall be revocable upon sixty (60) days' notice in writing to the said grantee, its successors or assigns, but in no case shall it extend beyond a term of ten (10) years from the date of the approval of this consent by the Mayor, and thereupon all rights of the said Cross, Austin & Ireland Lumber Company, in or under said Grand street by virtue of this consent shall cease and determine.

2. The said Cross, Austin & Ireland Lumber Company, its successors or assigns, shall pay into the Treasury of The City of New York, as compensation for the privilege hereby granted, the annual sum of one hundred and forty dollars ($140). Such payments shall be made in advance on November 1 of each year, provided, however, that the first payment shall be made within sixty (60) days of the date of the approval of this consent by the Mayor, and shall be only such proportion of one hundred and forty dollars ($140) as the time between the approval of this consent by the Mayor and November 1 following bears to the whole year. Such payments shall not be considered in any manner in the nature of a tax, but shall be in addition to any and all taxes of whatsoever kind or description now or hereafter required to be paid under any ordinance of The City of New York, or by any law of the State of New York.

3. Upon the removal of the said grantee from either of its said premises on Grand street, or upon the revocation or termination by limitation of this consent, the said grantee, its successors or assigns, shall at its own cost cause the pipe to be removed and all that portion of Grand street affected by this permission to be restored to its proper and original condition, if required so to do by The City of New York or its duly authorized representatives. If the pipe to be installed by the said grantee under this consent shall not be required to be removed, it is agreed that it shall become the property of The City of New York.

4. The consent hereby given is for the exclusive use of the grantee, and shall not be assigned, either in whole or in part, or leased or sublet in any manner, nor shall title thereto or right, interest or property therein pass to or vest in any other person, firm or corporation whatsoever, either by the acts of the said grantee, its successors or assigns, or by operation of law, without the consent in writing of The City of New York, acting by the Board of Estimate and Apportionment or its successors in authority.

5. The said grantee shall pay the entire cost of:

(a) The installation, maintenance and removal of the pipe.

(b) The protection of all surface and subsurface structures which shall in any way be disturbed by the installation or removal of the pipe.

(c) All changes in sewers or other subsurface structures made necessary by the installation or removal of the pipe, including the laying or relaying of pipes, conduits, sewers or other structures.

(d) The replacing or restoring of the pavement in said street which may be disturbed during the installation or removal of said pipe.

(e) Each and every item of the increased cost of the installation of any future substructures or repairs or alterations to any existing or future substructures caused by the presence of said pipe under this consent.

(f) The inspection of all work during the installation or removal of the pipe as herein provided which may be required by the President of the Borough of Brooklyn and the Commissioner of Water Supply, Gas and Electricity.

6. Before the construction or removal shall be begun the grantee shall obtain permits to do the work from the President of the Borough of Brooklyn and from the Commissioner of Water Supply, Gas and Electricity. The grantee shall perform all the duties which may be imposed upon it by those officials as conditions of such permits, provided such conditions are not inconsistent with the provisions of this consent. The grantee shall submit to those officials working plans, which shall include and show in detail the method of installation of the pipe and the mode of protection or changes in all subsurface structures required by the installation or removal of the pipe.

Upon completion of the work the grantee shall furnish to the President of the Borough a plan of such character as he may direct, showing accurately and distinctly the location, size and type of construction and complete dimensions of the structure installed; also the location and dimensions of all substructures encountered during the progress of the work. The depth below the street surface of the new structures and substructures encountered must be shown; also their location with reference to the nearest curbline and the nearest curbline intersection.

7. If at any time it shall become necessary to repair or alter any substructure in said street, the City shall have the right to break through or remove all or any portion of the structure hereby authorized and the grantee shall pay to the City the expense incurred by such removal.

8. The said pipe and any fixtures laid therein shall be constructed, maintained and operated subject to the supervision and control of the proper authorities of The City of New York. The said pipe shall be open at all times to the inspection of all the authorities who have jurisdiction in such matters under the Charter of The City of New York.

9. This consent is subject to whatever right, title or interest the owners of abutting property or others may have in and to Grand street.

10. Said grantee shall be liable for all damages to persons or property, including the street and subsurface structures therein, by reason of the installation and operation or maintenance of said pipe, and it is a condition of this consent that The City of New York assumes no liability to either person or property on account of the consent.

11. This consent is granted on the further and express condition that all laws or ordinances now in force, or which may hereafter be adopted, shall be strictly complied with.

12. Said grantee, its successors or assigns, shall commence the installation of said pipe under this consent and complete the same within three months from the date of the approval of this consent by the Mayor, otherwise this consent shall be forfeited forthwith, and without any proceeding, either at law or otherwise, for that purpose; provided, however, that such time may be extended by the Board of Estimate and Apportionment for a period not exceeding one month.

13. This consent is upon the express condition that the said grantee, within sixty (60) days after its approval by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of The City of New York the sum of five hundred dollars ($500), either in money or in securities, to be approved by him, which fund shall be security for the performance of the terms and conditions of this consent, especially those which relate to the payment of the annual charge, the repairs of the street pavement and the future removal of the pipe. In case of default in the performance by said grantee of any of such terms and conditions, The City of New York shall have the right to cause the work to be done and the materials to be furnished for making the necessary changes or repairs, after ten days' notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings, or in case of default in the payment of the annual charge, shall collect the same with interest from such fund, after ten days' notice in writing to the said grantee.

In case of any drafts so made upon the security fund the said grantee shall, upon thirty (30) days' notice in writing, pay to the Comptroller of The City of New York a sum of money sufficient to restore the said fund to the original amount of five hundred dollars ($500), and in default of the payment thereof the consent hereby given may be cancelled and annulled at the option of the Board of Estimate and Apportionment of The City of New York, acting on behalf of said City. No action or proceedings or rights under the provisions of this section shall affect any other legal rights, remedies or causes of action belonging to The City of New York.

14. Said grantee shall give notice to the President of the Borough of Brooklyn and to the Commissioner of Water Supply, Gas and Electricity, in writing, of its intention to begin the work hereby authorized at least forty-eight hours before such work commences. The grantee shall also give to the Board of Estimate and Apportionment notice in writing of the date on which the work is commenced and also the date on which the same is completed, not later than ten (10) days after such date.

15. This consent shall not become operative until said grantee shall duly execute an instrument in writing wherein said grantee shall promise, covenant and agree on its part to conform to, abide by and perform all the terms and conditions and requirements in this consent fixed and contained, and file the same with the Board of Estimate and Apportionment of The City of New York within thirty days after the approval of this consent by the Mayor.

And the said grantee shall promise, covenant and agree in said instrument to hold The City of New York harmless for all damages to persons or property which may result from the construction or operation of the pipe hereby authorized.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and Queens and the Acting President of the Borough of Richmond—16.

Gimbel Brothers, New York.

In the matter of the construction by Gimbel Brothers, New York, of a bridge connecting the elevated railway structure at 6th avenue and 33d street with its building.

At the meeting of March 2, 1911, a communication was received from the President of the Borough of Manhattan, stating said bridge was constructed without authority, and the matter was referred to the Chief Engineer.

A petition was received from Gimbel Brothers, New York, for permission to construct, maintain and operate said bridge, as lessee of said building, together with the consent of the Interborough Rapid Transit Company to connect with the elevated railway platform at this point, and the consent of the Greeley Square Realty Company, the owner in fee of the premises occupied by the Company.

Which was referred to the Chief Engineer.

Joseph Stern & Sons, Inc.

In the matter of the consent granted to Joseph Stern & Sons, Inc., to continue to maintain and use an 8-inch iron pipe under and across West 40th street, Borough of Manhattan, connecting its premises with the Hudson River.

This consent was granted by resolution adopted by this Board December 9, 1910, approved by the Mayor December 14, 1910.

The Secretary presented the following:

Board of Estimate and Apportionment, The City of New York, Division of Franchises, March 25, 1911.

Mr. NELSON P. LEWIS, *Chief Engineer:*

Sir—By resolution adopted by the Board of Estimate and Apportionment December 9, 1910, approved by the Mayor December 14, 1910, Joseph Stern & Sons, Incorporated, were granted permission to continue to maintain and use an 8-inch iron pipe under and across the southerly sidewalk of West 40th street, in the Borough of Manhattan, between their premises and the Hudson River, for the purpose of obtaining salt water.

Pursuant to the provisions of section 12 of the consent the grantees were required to deposit the sum of one thousand dollars either in money or securities with the Comptroller within thirty days after the approval of the consent by the Mayor.

Under section 14 of the consent the grantees were required to execute an instrument in writing accepting the consent and agreeing to conform to and abide by all the terms, conditions and requirements thereof, and file said instrument with the Board within thirty days after the approval of the consent by the Mayor. The Company filed the agreement March 17, 1911, but neglected to deposit the security until March 23, 1911. The agreement was transmitted to the Corporation Counsel for his approval as to form, and his attention directed to the fact that it had not been filed within the time required. The Corporation Counsel in a communication dated March 21, 1911, returning the agreement approved as to form, states as follows:

"The failure of the grantee to file the agreement on or before January 14, 1911, may be waived by the Board. Time is not of the essence of the contract, and the failure to file as required was probably the result of some misapprehension or inadvertence. The good faith of the grantee is evidenced by the payments made in accordance with the requirements of the contract."

He then advises the Board may pass a resolution either extending the time to file the agreement or expressly accept the one now filed, as if the same had been filed at the time originally specified.

I would, therefore, recommend that the Board accept the agreement as if it had been filed at the time specified in the consent, and ratify and confirm the action of the Comptroller in accepting the security deposit.

A resolution to this effect is transmitted herewith. Respectfully,

HARRY P. NICHOLS, Engineer in Charge.

Approved: NELSON P. LEWIS, Chief Engineer.

The following was offered:

Whereas, By resolution adopted by the Board of Estimate and Apportionment December 9, 1910, approved by the Mayor December 14, 1910, Joseph Stern & Sons were granted permission to continue to maintain and use a certain pipe under West 40th street, from their premises to the Hudson River, Borough of Manhattan, and

Whereas, Section 12 of the consent provides that the grantees shall deposit the sum of one thousand dollars within thirty days after the approval of the resolution by the Mayor, and

Whereas, Section 14 of the consent provides that the grantees shall file a certain agreement accepting such consent within thirty days of the approval of the resolution by the Mayor, and

Whereas, The grantees on March 17, 1911, filed such agreement with this Board, and on March 23, 1911, deposited the sum of one thousand dollars with the Comptroller; now, therefore, be it

Resolved, That the Board of Estimate and Apportionment hereby accepts the aforementioned agreement as if said agreement had been filed at the time originally specified in said resolution; and be it further

Resolved, That the action of the Comptroller in accepting such security deposit be and it is hereby confirmed and ratified.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and Queens and the Acting President of the Borough of Richmond—16.

Richmond Light and Railroad Company.

In the matter of the petition of the Richmond Light and Railroad Company for a franchise to construct, maintain and operate a street surface railway from the existing tracks on New York avenue, opposite proposed Wadsworth avenue, along a private right of way through proposed Wadsworth avenue to Tompkins avenue, and across said avenue to and along a private right of way to Florida avenue, thence across Florida avenue to a private right of way to Richmond avenue, and across said avenue to Ocean avenue, there connecting with the existing tracks of the Company, in the Borough of Richmond.

At the meeting of March 2, 1911, at the conclusion of the public hearing on this petition, the matter was referred back to the Chief Engineer.

The Secretary presented the following:

Board of Estimate and Apportionment, City of New York, Division of Franchises, Room 801, 277 Broadway, March 27, 1911.

Mr. NELSON P. LEWIS, *Chief Engineer:*

Sir—The Richmond Light and Railroad Company, under date of October 1, 1909, petitioned the Board for the right to change a portion of the route of its line leading from St. George to Fort Wadsworth, in the Borough of Richmond, the change being from the present position of the line in the portions of New York avenue and Richmond avenue within the lands of the United States Government Reservation at Fort Wadsworth to a position outside of the Reservation.

A resolution was adopted by the Board on October 8, 1909, fixing a public hearing for November 12, 1909, but at the request of the Company and owing to certain complications which it alleged had arisen in regard to the new route proposed, this resolution was rescinded on October 29, 1909. At the meeting of the Board held December 9, 1910, a communication was received reciting that the complications were about to be disposed of and a resolution was adopted again fixing a public hearing for January 19, 1911. At the meeting held January 5, 1911, a further communication from the attorneys for the Company was received reciting that the petition was in error in some of the statements contained therein, and requesting the revocation of the resolution fixing the public hearing for January 19, in order that the same might be corrected. In accordance with such request, the resolution was rescinded and at the meeting of the Board held January 19, 1911, the petition was withdrawn and a new petition dated January 6, 1911, was submitted. At the same meeting the public hearing was fixed for March 2.

At the close of the hearing on that date, the matter was referred back to the Chief Engineer as the Company had failed to submit the necessary plan showing the proposed extension, and it had, therefore, been impossible to prepare a report.

A map has been submitted showing the tracks which are to be constructed, those to be abandoned and the connections with the existing tracks. The tentative street system with modification is also shown. A copy of the map is transmitted herewith.

The reason why the application has been made for this change of route is that the United States Government has ordered the Company to remove its lines from within the boundary of government property at Fort Wadsworth. In order to do this, the Company has laid out a route to be substituted for the portion of the route abandoned, beginning at the intersection of New York avenue with Wadsworth avenue; thence along Wadsworth avenue and across Tompkins avenue to private property; thence practically parallel to the existing right of way of the Staten Island Rapid Transit Railroad Company upon private property to Sea avenue; thence across Sea avenue and again on private property to Richmond avenue, and there connecting with the existing tracks in Ocean avenue.

Wadsworth avenue, while it is in use for street purposes, has never been laid out upon the City map or been officially opened as a street. Its width as in use at the present time is fifty feet, and therefore is too narrow for the operation of a double track street surface railway. In view of this, the matter was brought to the attention of the Commissioner of Public Works of the Borough of Richmond, and he has agreed that Wadsworth avenue should be laid out upon the map of the City as a street having sixty-four feet in width, with a roadway of forty feet. This decision was reached after taking all the facts in consideration; that is, the position of the present street, the fact that it is desirable at this time for use by a street surface railway, and that there are only a few houses now existing upon the entire street.

On the assumption, therefore, that Wadsworth avenue will be laid out upon the City map as a sixty-four foot street, it is believed that the route selected as a change of line is a desirable one. As to the remainder of the route, that is, between Tompkins avenue and Richmond avenue, the Company has stated that it has already acquired the private property upon which it is proposed to build the railway.

Conditions of the Proposed Form of Contract.

I have drafted a form of contract and transmit the same herewith, which appears to me to contain such terms and conditions as are necessary to protect the City's interest and hereinafter is a discussion of some of the conditions proposed.

Term of Grant.—The Company has also before the Board an application for an extension in the vicinity of St. George terminal. The contract for that franchise has not, however, been as yet executed by the Company and therefore the date from which the term of grant shall begin to run has not yet been determined. This Company not having received any franchises from The City of New York since the limitation as to term has been required by the Charter, it is suggested that the contracts for both franchises for which applications are now before the board be coterminous in order that the question of renewals of those franchises may be considered at the same time. The form of contract submitted herewith does not contain a fixed period for the original term of the contract for the reason that the date of the franchise in the vicinity of St. George has not been fixed. Should definite action be taken in the near future upon both of these applications, the term of grant will be substantially twenty-five years during the first term with a twenty-five year renewal; in other words, nearly the maximum provided by the Charter.

It is believed that such a period should be fixed for the reason that the franchise in question is practically an alteration of route, and is necessary to permit the continued operation of the railway over franchises received from the various villages and which contain no fixed limit as to the term of grant.

Conditions as to Existing Private Right of Way.—As already explained, Wadsworth avenue is a private street, and it is contemplated by the Borough authorities to recommend the laying out upon the map this street sixty-four feet in width. The existing street has been laid out by private parties for the purpose of giving access to property abutting thereon from either Tompkins or New York avenues. It is safe to assume therefore that it will eventually become a public street at some time in the future. In order, therefore, to avoid the possibility of its becoming a public street of only fifty feet in width, as it now exists, with a double track street railway thereon, it is suggested that the Company acquire and cede to the City the entire sixty-four feet, provided the street be placed upon the City map.

The contract also provides that the Company shall, upon notice from the City, remove the existing curbs to a position to be directed by the municipal authorities and pave the portion of such street which is not at the present time paved. The remainder of the new route; that is, between Tompkins avenue and Richmond avenue, is in a position which will in all probability correspond to the position of a street at some future time. In view of this a condition has been inserted in the form of contract transmitted herewith which shall require the Company to cede to the City for street purposes all or any portion of the property which it now owns which shall fall within the lines of such new street. The cessions of all the parcels of land referred to are to be made within thirty (30) days after the approval by the Mayor of a resolution adopting the map laying out such new streets.

Paving Requirements.—The contract herewith submitted contains the usual clause requiring the Company to pave and keep in repair between its tracks, the rails of its tracks and two feet on either side thereof, as is required by the Railroad Law.

In addition, the Borough President of Richmond has requested that a condition be inserted requiring the paving of the entire street intersections at three points; namely, Richmond and Ocean avenues, Tompkins and Wadsworth avenues, and New York and Wadsworth avenues. Such a condition has been inserted in the proposed contract.

Abandonment of Old Route.—By the proposed contract the Company will relinquish all the rights which it now has for which it is proposed to substitute the route applied for, and remove the tracks from the abandoned route, and the Company is required to comply with the provisions of the Railroad Law which are applicable to the abandonment of route within one year from the date on which the contract is signed by the Mayor, and should the Company fail to secure the approval of the Public Service Commission, as required by the Railroad Law, the contract for the franchise shall cease and determine.

Completion of Construction.—Three months are allowed for the completion of the construction of the railway upon the new route after the consents of property owners are obtained. The Company states that it has already arranged with private owners in Wadsworth avenue and has constructed the track upon that thoroughfare. The consents of property owners therefore to be obtained are few in number and there would seem to be little cause of delay from that source.

Compensation.—The length of single track to be constructed is about 1.48 miles. Pursuant to the Railroad Law, the minimum percentage of the gross receipts the Company must pay is three per cent. during the first five years and five per cent. thereafter, and I would recommend that such rate be fixed as the compensation for the privilege, with, however, minimum annual payments. In fixing these minimum annual payments, I have taken into account the present receipts of the Company per mile of single track. The customary initial payment is also required. The compensation therefore suggested is as follows:

(a) Initial payment of five hundred dollars ($500) in cash.

(b) During the first term of five years three (3) per cent. of the gross receipts but not less than four hundred and seventy-five dollars ($475) per annum.

(c) During the second term of five years five (5) per cent. of the gross receipts, but not less than eight hundred and seventy-five dollars ($875) per annum.

(d) During the third term of five years five (5) per cent. of the gross receipts, but not less than nine hundred and seventy-five dollars ($975) per annum.

(e) During the fourth term of five years five (5) per cent. of the gross receipts, but not less than ten hundred and seventy-five dollars ($1,075) per annum.

(f) During the remaining term expiring on the same date as the franchise about to be granted to the Company at St. George, five (5) per cent. of the gross receipts, but not less than one thousand one hundred and seventy-five dollars ($1,175) per annum.

As security deposit, it is suggested that the sum of one thousand dollars ($1,000) be deposited with the Comptroller either in cash or securities to be approved by him to secure the faithful performance of the terms and conditions of the agreement.

Other Terms and Conditions—In addition to the terms and conditions which have hereinbefore been described, the proposed form of contract contains the various conditions which have been used for street surface railway franchises which seem to be applicable to this case. The principal conditions which have not been hereinbefore mentioned are:

(a) The City reserves the right to grant to any other corporation the right to operate a railway upon the streets and avenues in which the Company is authorized to operate by this contract.

(b) The railway is to be constructed in the latest approved manner under the supervision and control of City authorities.

(c) The motive power permitted is overhead electric power or any other power approved by the Board, the Public Service Commission and the property owners except locomotive steam power or horse power. The City may require the overhead feed wires to be removed upon six months' notice.

(d) The rate of fare fixed at not exceeding five cents, including all the lines operated by the Company.

(e) The usual conditions in regard to heating and lighting of cars, removal of snow and ice, providing fenders and wheelguards.

(f) Fine of $250 for inefficient public service is imposed which may be taken from the security fund required to be deposited.

The form of contract has been submitted to the Company for examination and to the Corporation Counsel for approval as to form. If it be acceptable to the Company and approved by the Corporation Counsel, the Board may, if it sees fit, enter the contract on the minutes of the meeting to be held on March 30, 1911, and fix the date for final public hearing.

Respectfully, HARRY P. NICHOLS, Engineer in Charge.

Law Department, Office of the Corporation Counsel, City of New York, March 25, 1911.

Board of Estimate and Apportionment, New York City:

Sir—I have received from you the following communication, dated March 21, 1911:

"I transmit herewith a proposed form of contract for a change of line to the Richmond Light and Railroad Company in the vicinity of Fort Wadsworth, together with a copy of a map which has been submitted by the Company.

"This change of line is necessitated by the action of the United States Government in requiring the Company to give up its line through the Fort Wadsworth Reservation, and it has acquired a private right of way in part, as shown on the map, Wadsworth avenue being to date a private street.

"As the Government is forcing this situation, I should be glad to have your approval of this contract so that it can be put in at the next meeting of the Board."

I have examined said contract and beg to state it has my approval as to form.

Respectfully yours,

GEORGE L. STERLING, Acting Corporation Counsel.

The following was offered:

Whereas, The Richmond Light and Railroad Company has under date of January 6, 1911, made application to this Board for the grant of the right, privilege and franchise to construct, maintain and operate a street surface railway, as an extension to its existing system, upon and along Wadsworth avenue and other streets and avenues in the vicinity of Fort Wadsworth, Borough of Richmond; and

Whereas, Section 172 of the Railroad Law and Sections 72, 73 and 74 of the Greater New York Charter, as amended by Chapters 629 and 630 of the Laws of 1905, provide for the manner and procedure of making such grants; and

Whereas, In pursuance of such laws, this Board adopted a resolution on January 19, 1911, fixing the date for public hearing thereon as March 2, 1911, at which citizens were entitled to appear and be heard, and publication was had for at least fourteen (14) days in "The Sun" and "New York Commercial," newspapers designated by the Mayor, and in the CITY RECORD for ten (10) days immediately prior to the date of hearing, and the public hearing was duly held on such day; and

Whereas, This Board has made inquiry as to the money value of the franchise or right applied for, and proposed to be granted to the Richmond Light and Railroad Company, and the adequacy of the compensation proposed to be paid therefor; now, therefore, it is

Resolved, That the following form of the resolution for the grant of the franchise or right applied for by the Richmond Light and Railroad Company, containing the form of proposed contract for the grant of such franchise or right, be hereby introduced and entered in the minutes of this Board, as follows, to wit:

Resolved, That the Board of Estimate and Apportionment hereby grants to the Richmond Light and Railroad Company the franchise or right fully set out and described in the following form of proposed contract for the grant thereof, embodying all the terms and conditions, including the provisions as to rates, fares and charges upon and subject to the terms and conditions in said proposed form of contract contained, and that the Mayor of The City of New York be and he hereby is authorized to execute and deliver such contract in the name and on behalf of The City of New York, as follows, to wit:

Proposed Form of Contract.

This Contract made this day of , 19 , by and between The City of New York (hereinafter called the City), party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), and the Richmond Light and Railroad Company (hereinafter called the Company), party of the second part, witnesseth:

In consideration of the mutual covenants and agreements herein contained, the parties hereto do hereby covenant and agree as follows:

Section 1. The City hereby grants to the Company, subject to the conditions and provisions hereinafter set forth, the right and privilege to construct, maintain and operate a double track street surface railway, as an extension to its present railway, with the necessary wires and equipment, for the purpose of conveying persons and property in the Borough of Richmond, in The City of New York, upon the following route, to wit:

Beginning at and connecting with the existing tracks of the Company in New York avenue at or near its intersection with a private street known as Wadsworth avenue; thence by double track southwesterly in and upon said Wadsworth avenue to Tompkins avenue; thence across said Tompkins avenue to a private right-of-way; thence in a southerly direction along said private right-of-way to Sea avenue, thence across Sea avenue to a private right-of-way; thence southerly along said private right-of-way to Florida avenue; thence along Florida avenue to Richmond avenue; thence across Richmond avenue to Ocean avenue and there connecting with the existing tracks of the Company.

And to cross such other streets and avenues, named and unnamed, as may be encountered in said route.

The said route with turnouts, switches and crossovers hereby authorized is shown upon a map entitled:

"Map showing proposed alteration in the Richmond Light and Railroad Company, in the Borough of Richmond, to accompany petition dated January 6, 1911, to the Board of Estimate and Apportionment, City of New York,"

—and signed by S. F. Hazelrigg, Vice-President, and Walter E. Pettigrew, Engineer; a copy of which is attached hereto, is to be deemed a part of this contract, is to be construed with the text thereof, and is to be substantially followed, provided that deviations therefrom and additional turnouts, switches and crossovers which are consistent with the foregoing description, and the other provisions of this contract may be permitted by resolution of the Board.

Sec. 2. The grant of this privilege is subject to the following conditions, which shall be complied with by the Company:

First—The consent in writing of the owners of half in value of the property bounded on said streets and avenues to the construction and operation of said railway shall be obtained by the Company within three (3) months from the signing of this contract by the Mayor, and a copy of such consents shall be filed with the Board within such time, or in the event that such consents cannot be obtained within such time, the Company shall, within said three (3) months or within one (1) month thereafter, make application to the Appellate Division of the Supreme Court for the appointment of Commissioners in the manner provided by the Railroad Law to determine if said railway ought to be constructed; otherwise this grant shall cease and determine.

Second—The said right to construct, maintain and operate said railway shall be held and enjoyed by the Company from the date upon which this contract is signed by the Mayor until with the privilege of renewal of said contract for the further period of twenty-five (25) years, upon a fair revaluation of such right and privilege.

If the Company shall determine to exercise its privilege of renewal it shall make application to the Board, or any authority which shall be authorized by law to act for the City in place of the Board. Such application shall be made at any time not earlier than two (2) years and not later than one (1) year before the expiration of the original term of this contract. The determination of the revaluation shall be sufficient if agreed to in writing by the Company and the Board, but in no case shall the annual rate of compensation to the City be fixed at a less amount than the sum required to be paid during the last year prior to the termination of the original term of this contract.

If the Company and the Board shall not reach such agreement on or before the day one (1) year before the expiration of the original term of this contract, then the annual rate of compensation for such succeeding twenty-five (25) years shall be reasonable, and either the City (by the Board) or the Company shall be bound upon request of the other to enter into a written agreement with each other fixing the rate of such compensation at such amount as shall be reasonable, but in no case shall the annual rate so fixed be less than the sum required to be paid for the last year prior to the termination of the original term of this contract, and if the parties shall not forthwith agree upon what is reasonable, then the parties shall enter into a written agreement fixing such annual rate and at such amount as shall be determined by three disinterested freeholders selected in the following manner:

One disinterested freeholder shall be chosen by the Board; one disinterested freeholder shall be chosen by the Company; these two shall choose a third disinterested freeholder, and the three so chosen shall act as appraisers and shall make the revaluation aforesaid. Such appraisers shall be chosen at least six (6) months prior to the expiration of this original contract, and their report shall be filed with the Board within three (3) months after they are chosen. They shall act as appraisers and not as arbitrators. They may base their judgment upon their own experience and upon such information as they may obtain by inquiries and investigations, without the presence of either party. They shall have the right to examine any of the books of the Company and its officers under oath. The valuations so ascertained, fixed and determined shall be conclusive upon both parties, but no annual sum shall, in any event, be less than the sum required to be paid for the last year of the original term of this contract. If in any case the annual rate shall not be fixed prior to the termination of the original term of this contract, then the Company shall pay the annual rate theretofore prevailing until the new rate shall be determined, and shall then make up to the City the amount of any excess of the annual rate then determined over the previous annual rate. The compensation and expenses of the said appraisers shall be borne jointly by the City and the Company, each paying one-half thereof.

Third—The Company shall pay to the City for the privilege hereby granted the following sums of money:

(a) The sum of five hundred dollars ($500) in cash within sixty (60) days after the date on which this contract is signed by the Mayor, and before anything is done in exercise of the privilege hereby granted

(b) During the first term of five (5) years an annual sum which shall in no case be less than four hundred and seventy-five dollars ($475), and which shall be equal to three (3) per cent. of its gross annual receipts if such percentage shall exceed the sum of four hundred and seventy-five dollars ($475).

During the second term of five (5) years an annual sum which shall in no case be less than eight hundred and seventy-five dollars ($875) and which shall be equal to five (5) per cent. of its gross annual receipts, if such percentage shall exceed the sum of eight hundred and seventy-five dollars ($875).

During the third term of five (5) years an annual sum which shall in no case be less than nine hundred and seventy-five dollars ($975) and which shall be equal to five (5) per cent. of its gross annual receipts, if such percentage shall exceed the sum of nine hundred and seventy-five dollars ($975),

During the fourth term of five (5) years an annual sum which shall in no case be less than one thousand and seventy-five dollars ($1,075) and which shall be equal to five (5) per cent. of its gross annual receipts, if such percentage shall exceed the sum of one thousand and seventy-five dollars ($1,075).

During the remaining term, expiring an annual sum which shall in no case be less than one thousand one hundred and seventy-five dollars ($1,175), and which shall be equal to five (5) per cent. of its gross annual receipts, if such percentage shall exceed the sum of one thousand one hundred and seventy-five dollars ($1,175).

As the Company is operating both railway and electric light and power properties, it is agreed that the gross annual receipts mentioned above shall be the portion of the gross receipts from the railway property of the Company, as distinguished from the electric light and power property, as shall bear the same proportion to the whole gross receipts from such railway property as the length of the extensions hereby authorized shall bear to the entire length of the railway of the Company in operation within the limits of the City.

The annual charges shall commence from the date upon which this contract is signed by the Mayor.

All annual charges as above shall be paid into the treasury of the City on November 1 of each year and shall be for the amount due to September 30 next preceding. Provided that the first annual payment shall be only for that proportion of the first annual charge as the time between the date upon which this contract is signed by the Mayor and September 30 following shall bear to the whole of one year.

Whenever the percentage required to be paid shall exceed the minimum amount as above, then such sum over and above such minimum shall be paid on or before November 1 in each year for the year ending September 30 next preceding.

The annual charges herein provided are intended to include the percentages of gross receipts now required to be paid by railway companies to the City, pursuant to the Railroad Law as amended.

The sum of five hundred dollars ($500), which is hereinbefore required to be paid to the City by the Company within sixty (60) days after the date on which this contract is signed by the Mayor, shall not be considered in any manner in the nature of a tax, but such payment shall be made in addition to any and all taxes of whatsoever kind or description, now or hereafter required to be paid by any ordinance of the City, or resolution of the Board, or any law of the State of New York.

Fourth—The annual charges or payments shall continue throughout the whole term of this contract (whether original or renewal), notwithstanding any clause in any statute or in the charter of any other railway or railroad company providing for payment for railway or railroad rights or franchises at a different rate, and no assignment, lease or sublease of the rights or privileges hereby granted (whether original or renewal), or of any part thereof, or of any of the routes mentioned herein, or of any part thereof, shall be valid or effectual for any purpose unless the said assignment, lease or sublease shall contain a covenant on the part of the assignee or lessee that the same is subject to all the conditions of this contract; and that the assignee or lessee assumes and will be bound by all of said conditions, and especially said conditions as to payments, anything in any statute or in the charter of such assignee or lessee to the contrary notwithstanding, and that the said assignee or lessee waives any more favorable conditions created by such statute or its charter, and that it will not claim by reason thereof or otherwise exemption from liability to perform each and all of the conditions of this contract.

Fifth—Nothing in this contract shall be deemed to affect in any way the right of the City to grant to any individual or other corporation a similar right or privilege upon the same or other terms and conditions, over the route hereinbefore described.

The use of the railway constructed by the Company under this contract, including the tracks, wires and other equipment or any structures used in connection therewith, in streets and avenues and private property hereinbefore described shall be permitted by the Company, to any individual or corporation to which the City may have granted, or may hereafter grant, the right or privilege to use such streets and avenues for street railway purposes, upon payment of an annual sum by such individual or corporation to the Company, which shall equal the legal interest on such proportion of the actual cost of the construction of such railway and structures, and additions and betterments thereto, as the number of cars operated by such individual or corporation shall bear to the number of cars operated by the companies then using the same; and also such proportion of the cost of keeping the tracks and electrical equipment in repair, and the cost of additions and betterments thereto, such proportion of laying and repairing of pavement and removal of snow and ice and all other duties imposed upon the Company by the terms of this contract in connection with the maintenance or the operation of said railway so used, as the number of cars operated by such individual or corporation shall bear to the number of cars operated by the companies then using the same, together with the actual cost of the power necessary for the operation of the cars thereon of such individual or corporation. Provided, however, that if, in the opinion of the Company, the legal rate of interest upon the cost of such railway shall be an insufficient sum to be paid for the use of such tracks, it may appeal to the Board and the Board may fix a percentage upon the cost to be paid to the Company, at a sum in excess of the legal rate of interest, if, in its opinion, such action is justified.

The Company shall not at any time oppose, but shall, upon the request of the Board, consent to the construction or operation of any street surface railway which may necessitate the use of any portion of the railway which shall be constructed by the Company, pursuant to this contract.

Sixth—The rights and privileges hereby granted shall not be assigned, either in whole or in part, or leased or sublet in any manner, nor shall the title thereto, or right, interest or property therein, pass to or vest in any other person or corporation whatsoever, either by the act of the Company, or by operation of law, whether under the provisions of the statutes relating to the consolidation or merger of corporations or otherwise, without the consent of the City, acting by the Board, evidenced by an instrument under seal, anything herein contained to the contrary thereof in anywise notwithstanding, and the granting, giving or waiving of any one or more of such consents shall not render unnecessary any subsequent consent or consents.

Seventh—Upon the termination of this original contract, or if the same be renewed, then at the termination of the said renewal term, or upon the termination of the rights hereby granted for any cause, or upon the dissolution of the Company before such termination, the tracks and equipments of the Company constructed, pursuant to this contract, within the streets and avenues shall become the property of the City without cost, and the same may be used or disposed of by the City for any purpose whatsoever, or the same may be leased to any company or individual.

If, however, at the termination of this contract as above, the Board shall so order by resolution, the Company shall, upon thirty (30) days' notice from the Board, remove any and all of its tracks and other equipment constructed pursuant to this contract and the said streets and avenues shall be restored to their original condition at the sole cost and expense of the Company.

Eighth—The Company shall commence construction of the railway herein authorized within three (3) months from the date upon which the consents of the property owners are filed with the Board or from the date of the order of the Appellate Division of the Supreme Court made pursuant to section 174 of the Railroad Law confirming the determination of the commissioners appointed thereunder, that such railway ought to be constructed and shall complete the construction and place the same in full operation within three (3) months from the date of filing such consents or the date of such order, otherwise this right shall cease and determine, and all sums paid, or which may be deposited with the Comptroller of the City, as hereinafter provided, shall thereupon be forfeited to the City; provided that the period for commencement and the period for completion and placing the railway in full operation may be extended by the Board but the total extension of time for either of such periods shall not exceed in the aggregate six (6) months; and provided, further, that when the commencement or completion of said construction shall be prevented by legal proceedings in any court or by works of public improvement, or from other causes not within the control of the Company, the time for the commencement or completion of such construction may be extended for the period of such prevention, but no delay shall be allowed for unless the court proceedings shall be diligently prosecuted by the Company, and provided further, that in no case shall such delay be deemed to begin until the Company shall have given written notice to the Board of any such court proceedings or other occasion of delay, and deliver to the Board copies of any injunction or other orders, and the papers upon which the same shall have been granted, and unless upon the request of the Board the Company shall, in writing, consent that the Board either in its own name, as a party, or in the name of the City as a party, may intervene in any such proceedings.

Ninth—Said railway shall be constructed and operated in the latest approved manner of street railway construction and operation, and it is hereby agreed that the Board may require the Company to improve or add to the railway equipment, including rolling stock and railway appurtenances, from time to time, as such additions and improvements are necessary, in the opinion of the Board. Upon failure on the part of the Company to comply with the direction of the Board within a reasonable time, the rights hereby granted shall cease and determine.

Tenth—Said railway shall be constructed, maintained and operated subject to the supervision and control of all the authorities of the City who have jurisdiction in such matters, as provided by the Charter of the City.

No construction upon said railway shall be commenced until written permits have been obtained from the proper City officials.

In any permits so issued such officials may also impose such conditions, as a condition of the granting of the same, as are necessary for the purpose of protecting any structures, in the streets and avenues, over which such officials have jurisdiction and the Company shall comply with such conditions.

The electrical equipment to be installed by the Company for the operation of the railway within the limits of the City, whether the same be upon streets and avenues or upon private property, shall be constructed and maintained under the supervision and control of the Commissioner of Water Supply, Gas and Electricity.

Eleventh—Said railway may be operated by overhead electric power substantially similar to the overhead electric system now in use by street surface railways in the Borough of Richmond, or by any other motive power, except locomotive steam power or horse power, which may be approved by the Board, and consented to by the abutting property owners, in accordance with the provisions of law, and by the Public Service Commission for the First District of the State of New York.

Twelfth—Upon six (6) months' notice by the Board to the Company, all wires for the transmission of power, except trolley wires, for the operation of the railway, upon all or any portion of the route hereby authorized, shall be placed in conduits beneath or alongside of the railway. The Company shall provide in such conduits two (2) ducts not less than three (3) inches in diameter for the exclusive use of the City. Such ducts shall be used only by the Company for the operation of its railway and by the City, as above.

Thirteenth—The rate of fare for any passenger upon said railway shall not exceed five (5) cents and the Company shall not charge any passenger more than five (5) cents for one continuous ride, from any point on its road or on any road, line or branch operated by it or under its control to any other point thereof, or any connecting branch thereof within the limits of the City.

The Company shall carry free upon the railway hereby authorized during the term of this contract all members of the Police and Fire Departments of the City, when such employees are in full uniform.

Fourteenth—No cars shall be operated upon the railway hereby authorized, other than passenger cars, cars for the transportation of express matter, mail matter and cars necessary for the repair or maintenance of the railway, and no freight cars shall be operated upon the tracks of said railway.

The rate for the carrying of such property over the said railway upon the cars of the Company shall in all cases be reasonable in amount, subject to the control of the Board, and may be fixed by the Board after notice to the Company and a hearing had thereon, and when so fixed such rates shall be binding upon the Company, and no greater sum shall be charged for such services than provided for by it.

Fifteenth—The Company shall attach to each car run over the said railway proper fenders and wheel guards, in conformity with such laws and ordinances as are now in force, or may hereafter, during the term of this contract, be enacted or adopted by the State or City authorities, or as may be required by resolution of the Board.

Sixteenth—All cars which are operated on said railway shall be heated during the cold weather, in conformity with such laws and ordinances as are now in force, or may hereafter, during the term of this contract, be enacted or adopted by the State or City authorities, or as may be required by resolution of the Board.

Seventeenth—All cars operated on said railway shall be well lighted by electricity, or by some lighting system equally efficient, or as may be required by resolution of the Board.

Eighteenth—Cars on the said railway shall run at intervals of not more than thirty (30) minutes both day and night, and as much oftener as reasonable convenience of the public may require, or as may be directed by the Board.

Provided, however, that the Company shall not be required to operate its cars between the hours of 1 o'clock a. m. and 5 o'clock a. m. each day, unless the Board shall determine after a hearing had thereon that public convenience requires the operation of cars during said hours.

Nineteenth—The Company, so long as it shall continue to use any of the tracks upon the streets and avenues in which said railway shall be constructed, shall, if required by the President of the Borough of Richmond, cause to be watered at least three (3) times every twenty-four (24) hours when the temperature is above thirty-five (35) degrees Fahrenheit, the entire width of the streets and avenues, except when the width of such streets and avenues shall exceed sixty (60) feet between curblines, in which case the Company shall cause to be watered only sixty (60) feet in width of such roadway, and the Company shall provide for such purpose at least one tank car, the capacity of which shall be sufficient to water such streets and avenues in a satisfactory manner.

Provided, however, that the Company may, with the approval of the City official having jurisdiction over such matters, oil that portion of the surface of the streets and avenues between the tracks, the rails of the tracks and two (2) feet beyond the rails on each side thereof, at least twice each summer season, in such manner as may be necessary to prevent the rising of dust, and if the Company shall so oil such portions of the surface of the streets and avenues, then the Company shall not be required to water such streets and avenues as herein provided.

Twentieth—The Company shall at all times keep the streets and avenues upon which the said railway is constructed, between its tracks, the rails of its tracks and for a distance of two (2) feet beyond the rails, on either side thereof, free and clear from ice and snow; provided, however, that the Company shall, at the option of the President of the Borough, enter into an agreement for each winter season, or part thereof, to clean an equivalent amount of street surface from house line to house line.

Twenty-first—As long as said railway, or any portion thereof, remains in any street or avenue, the Company shall pave and keep in permanent repair that portion of the surface of the street or avenue in which the said railway is constructed, between its tracks, the rails of its tracks and for a distance of two (2) feet beyond the rails on either side thereof, under the supervision of the local authorities, whenever required by them to do so, and in such manner as they may prescribe. In case of the neglect of the Company to make pavement or repairs after the expiration of thirty (30) days' notice to do so from the President of the Borough of Richmond, said President may make the same at the expense of the Company. And the City shall have the right to change the material or character of the pavement of any street or avenue, and in that event the Company shall be bound to replace such pavement in the manner directed by the proper City official, at its own expense, and the provisions as to repairs herein contained shall apply to such renewed or altered pavement.

The Company shall cause to be paved a strip sixty-four (64) feet in width across the entire roadways of New York and Tompkins avenues at their intersections with Wadsworth avenue, and a strip sixty (60) feet in width across the entire roadway of Richmond avenue at its intersection with Ocean avenue. The precise location of such pavement and the kind and character of the same shall be as determined by the President of the Borough of Richmond, and the work shall be done in the manner directed by said President.

Twenty-second—Any alteration to the sewerage or drainage systems, or to any other subsurface or to any surface structures in the streets, required on account of the construction or operation of the railway, shall be made at the sole cost of the Company, and in such manner as the proper City officials may prescribe.

Twenty-third—It is agreed that the right hereby granted to operate a street surface railway shall not be in preference or in hindrance to public work of the City, and should the said railway in any way interfere with the construction of public works in the streets and avenues, whether the same is done by the City directly or by a contractor for the City, the Company shall, at its own expense, protect or move the tracks and appurtenances in the manner directed by the City officials having jurisdiction over such public work.

Twenty-fourth—Should the grades or lines of the streets and avenues in which the railway is hereby authorized be changed at any time after the railway has been constructed and during the term of this contract, the Company shall, at its own expense, change its tracks and appurtenances to conform with such new grades and lines, and during the construction of any public improvement upon said streets and avenues the Company shall take care of and protect the tracks and appurtenances at its own expense, all to be done subject to the direction of the City official having jurisdiction over the construction of such change.

Twenty-fifth—The Company covenants and agrees to abandon and relinquish and does hereby abandon and relinquish to the City all its rights and franchises to con-

struct, maintain and operate a street surface railway upon the route beginning at the intersection of New York avenue with Wadsworth avenue; thence upon New York avenue to Richmond avenue; thence upon Richmond avenue to Ocean avenue, and the Company shall, within one year from the date on which this contract is signed by the Mayor, comply with the provisions of section 184 of the Railroad Law in regard to the abandonment of said route so abandoned and relinquished, and shall remove therefrom any and all existing tracks of the Company within such time, and restore the pavement in the manner prescribed by the President of the Borough of Richmond. If the Company shall fail to secure the approval of the Public Service Commission or shall fail for any other reason to comply with the provisions of this subdivision within the time stipulated, this contract shall be void and of no effect, and the grant made herein shall thereupon cease and determine. Provided, however, the Board may extend said period for a period or periods not exceeding in the aggregate six months.

Twenty-sixth—Should the City at any time during the term of this contract lay out a street of sixty-four (64) or more feet in width, the lines of which shall approximately correspond with the proposed street shown upon the map hereinbefore described, and made a part of this contract, as Wadsworth avenue, then the Company shall convey or cause to be conveyed the free and clear title to a strip of land sixty-four (64) feet in width lying within the lines of such new street and extending from New York avenue to Tompkins avenue, and the Company agrees on one year's notice to alter the position of the curbs in said Wadsworth avenue to such position as shall be directed by the municipal authorities having jurisdiction and the Company shall cause to be paved the entire portion of the roadway between the new curb-lines of said Wadsworth avenue which is not now paved, under the supervision of the municipal authorities having jurisdiction in such matters and such authorities shall designate the kind and character of the pavement to be laid.

Should the City at any time during the term of this contract lay out a new street along all or any portion of the railway hereby authorized, between the northerly line of Richmond avenue and the westerly line of Tompkins avenue, then the Company shall convey or cause to be conveyed the free and clear title to all of that portion or portions of land now claimed to be owned by the Company and shown upon the map hereinbefore described and made a part of this contract, which shall lie within the lines of such new street or any portion of the same as may be laid out by the City, and should the City at any time during the term of this contract lay out the portion of such new street immediately north of Richmond avenue, then the Company shall convey or cause to be conveyed the free and clear title to all of those two triangular pieces or parcels of land, one of which lies immediately south of the property of the Company, as shown upon said map and between the easterly line of Florida avenue and the easterly line of such new street, being shown upon the hereinbefore described map as Parcel A, and the other of which has a frontage on Richmond avenue and lies between the westerly side of Florida avenue and the westerly side of such new street, being shown upon said map as Parcel B.

The conveyances hereinabove required shall be executed within thirty (30) days of the date of the approval by the Mayor of the resolution of the Board of Estimate and Apportionment adopting the map laying out such new street or streets.

The company hereby agrees that if the City is, or shall become, entitled to acquire, and shall at any time during the term of this contract acquire or otherwise come into the possession of any of the property on which railway tracks shall be constructed on that portion of the route described herein as private property, no compensation shall be awarded for the right to have railway tracks thereon.

When the City shall have acquired or come into possession of any property, as provided above, then the rights hereby granted in the streets and avenues shall be extended to cover such property and all the terms and conditions of this contract shall be applicable thereto.

Twenty-seventh—The Company shall submit to the Board a report not later than November 1 of each year for the year ending September 30 next preceding, and at any other time, upon request of the Board, which shall state:

1. The amount of stock issued, for cash, for property.
2. The amount paid in as by last report.
3. The total amount of capital stock paid in.
4. The funded debt by last report.
5. The total amount of funded debt.
6. The floating debt as by last report.
7. The total amount of floating debt.
8. The total amount of funded and floating debt.
9. The average rate per annum of interest on funded debt.
10. Statement of dividends paid during the year.
11. The total amount expended for same.
12. The names of the directors elected at the last meeting of the Corporation held for such purpose.
13. Location, value and amount paid for real estate owned by the Company as by last report.
14. Location, value and amount paid for real estate now owned by the Company.
15. Number of passengers carried during the year.
16. Total receipts of company for each class of business.
17. Amounts paid by the Company for damage to persons or property on account of construction and operation.
18. Total expenses for operation, including salaries.

—and such other information in regard to the business of the Company as may be required by the Board.

Twenty-eighth—The Company shall at all times keep accurate books of account of the gross receipts from all sources within the limits of the City, and shall, on or before November 1 of each year, make a verified report to the Comptroller of the City of the business done by the Company, for the year ending September 30 next preceding, in such form as he may prescribe. Such report shall contain a statement of such gross receipts, the total miles in operation within the limits of the City and the miles of railway constructed and operated under this contract, and such other information as the Comptroller may require. The Comptroller shall have access to all books of the Company for the purpose of ascertaining the correctness of its report, and may examine its officers under oath.

Twenty-ninth—In case of any violation or breach or failure to comply with any of the provisions herein contained, or with any orders of the Board, acting under the powers herein reserved, the franchise or consent herein granted may be forfeited by a suit brought by the Corporation Counsel, on notice of ten (10) days to the Company, or at the option of the Board by resolution of said Board, which said resolution may contain a provision to the effect that the railway constructed and in use by virtue of this contract shall thereupon become the property of the City without proceedings at law or in equity. Provided, however, that such action by the Board shall not be taken until the Board shall give notice to the Company to appear before it on a certain day not less than ten (10) days after the date of such notice, to show cause why such resolution declaring the contract forfeited should not be adopted. In case the Company fails to appear, action may be taken by the Board forthwith.

Thirtieth—If the Company shall fail to give efficient public service at the rates herein fixed, or fail to maintain its structures and equipment as herein provided in good condition throughout the whole term of this contract, the Board may give notice to the Company specifying any default on the part of the Company, and requiring the Company to remedy the same within a reasonable time; and upon failure of the Company to remedy such default within a reasonable time, the Company shall, for each day thereafter during which the default or defect remains, pay to the City the sum of two hundred and fifty dollars ($250) as fixed or liquidated damages, or the Board, in case such structures or equipment which may affect the surface of the streets shall not be put in good condition within a reasonable time after notice by the Board as aforesaid shall have the right to make all needed repairs at the expense of the Company, in which case the Company shall pay to the City the amount of the cost of such repairs, with legal interest thereon, all of which sums may be deducted from the fund hereinafter provided for.

Thirty-first—The Company shall assume all liability to persons or property by reason of the construction or operation of the railway authorized by this contract, and it is a condition of this contract that the City shall assume no liability whatsoever to either persons or property on account of the same, and the Company hereby agrees to repay to the City any damage which the City shall be compelled to pay by reason of any acts or default of the Company.

Thirty-second—This grant is upon the express condition that the Company, within thirty (30) days after the signing of this contract by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of the City the sum of one thousand dollars ($1,000), either in money or securities, to be approved by him, which fund shall be security for the performance by the Company of all of the terms and conditions of this contract and compliance with all orders of the Board acting under the powers herein reserved, especially those which relate to the payment of the annual charges for the privilege hereby granted, the rendering of efficient public service at the rates herein fixed, the repairs of the street pavement, the removal of snow and ice, the quality of construction of the railway and the maintenance of the property in good condition throughout the whole term of this contract, and in case of default in the performance by the Company of such terms and conditions or compliance with such orders, or either or any of them, the City shall have the right to cause the work to be done and the materials to be furnished for the performance thereof after due notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings; or after default in the payment of the annual charges, shall collect the same, with interest, from the said fund after ten (10) days' notice to the Company; or in case of failure to observe the said terms and conditions of this contract and orders of the Board acting hereunder, relating to the headway, heating and lighting of cars, fenders and wheel-guards, the Company shall pay a penalty of fifty dollars ($50) per day for each day of violation, and the further sum of ten dollars ($10) per day for each car that shall not be properly heated, lighted or supplied with fenders or wheel-guards, in case of a violation of the provisions relating to those matters, all of which sums may be deducted from said fund.

The procedure for the imposition and collection of the penalties in this contract shall be as follows:

The Board, on complaint made, shall give notice to the Company, directing its President, or other officer to appear before the Board on a certain day not less than ten (10) days after the date of such notice, to show cause why the Company should not be penalized in accordance with the foregoing provisions. If the Company fails to make an appearance, or, after a hearing appears in the judgment of the Board to be in fault, said Board shall forthwith impose the prescribed penalty, or where the amount of the penalty is not prescribed herein, such amount as appears to the Board to be just, and without legal procedure direct the Comptroller to withdraw the amount of such penalty from the security fund deposited with him. In case of any drafts made upon the security fund the Company shall, upon ten (10) days' notice, pay to the City a sum sufficient to restore said security fund to the original amount of one thousand dollars ($1,000), and in default thereof this contract shall be cancelled and annulled at the option of the Board, acting in behalf of the City. No action or proceeding or right under the provisions of this contract shall affect any other legal rights, remedies or causes of action belonging to the City.

Thirty-third—The words "notice" or "direction," wherever used in this contract, shall be deemed to mean a written notice or direction. Every such notice or direction to be served upon the Company shall be delivered at such office in the City as shall have been designated by the Company, or if no such office shall have been designated, or if such designation shall have for any reason become inoperative, shall be mailed in the City, postage prepaid, addressed to the Company at the City. Delivery or mailing of such notice or direction as and when above provided shall be equivalent to direct personal notice or direction, and shall be deemed to have been given at the time of delivery or mailing.

Thirty-fourth—The words "streets or avenues" and "streets and avenues," wherever used in this contract, shall be deemed to mean "streets, avenues, highways, driveways, concourses, boulevards, bridges, viaducts, public places or any other property to which the City has title or over which the public has an easement," encountered in the route hereinabove described, and upon or in which authority is hereby given the Company to construct a railway.

Thirty-fifth—If at any time the powers of the Board or any other of the authorities herein mentioned or intended to be mentioned, shall be transferred by law to any other board, authority, officer or officers, then and in such case such other board, authority, officer or officers, shall have all the powers, rights and duties herein reserved to or prescribed for the Board or other authorities, officer or officers.

Sec. 3. This grant is also upon the further and express condition that the provisions of Article 5, and the other provisions of the Railroad Law pertinent hereto shall be strictly complied with by the Company.

Sec. 4. Nothing in this contract shall be construed as in any way limiting the present or future jurisdiction of the Public Service Commission under the laws of the State of New York.

Sec. 5. The Company promises, covenants and agrees on its part and behalf to conform to and abide by and perform all the terms and conditions and requirements in this contract fixed and contained.

In witness whereof, the party of the first part, by its Mayor, thereunto duly authorized by the Board of Estimate and Apportionment of said City, has caused the corporate name of said City to be hereunto signed and the corporate seal of said City to be hereunto affxed, and the party of the second part by its officers thereunto duly authorized, has caused its corporate name to be hereunto signed and its corporate seal to be hereunto affixed, the day and year first above written.

THE CITY OF NEW YORK.

By....., Mayor.

[CORPORATE SEAL.]

Attest: ....., City Clerk.

RICHMOND LIGHT AND RAILROAD COMPANY.

By ....., President.

[SEAL.]

Attest: ....., Secretary.

(Here add acknowledgments.)

Resolved, That the results of the inquiry made by this Board as to the money value of the franchise or right proposed to be granted and the adequacy of the compensation proposed to be paid therefor, and of the terms and conditions, including the provisions as to rates, fares and charges, are as hereinbefore specified and fully set forth in and by the foregoing form of proposed contract for the grant of such franchise or right.

Resolved, That these preambles and resolutions, including the said resolution for the grant of a franchise or right applied for by the Richmond Light and Railroad Company, and the said form of a proposed contract for the grant of such franchise or right containing said results of such inquiry, after the same shall be entered in the minutes of this Board, shall be published for at least twenty (20) days immediately prior to Thursday, May 11, 1911, in the CITY RECORD, and at least twice during the ten (10) days immediately prior to Thursday, May 11, 1911, in two daily newspapers to be designated by the Mayor therefor, and published in the City of New York, at the expense of the Richmond Light and Railroad Company, together with the following notice, to wit:

Notice is hereby given that the Board of Estimate and Apportionment, before authorizing any contract for the grant of the franchise or right applied for by the Richmond Light and Railroad Company, and fully set forth and described in the foregoing form of proposed contract for the grant of such franchise or right, and before adopting any resolution authorizing such contract, will, at a meeting of said Board, to be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on Thursday, May 11, 1911, at 10.30 o'clock, a. m., hold a public hearing thereon, at which citizens shall be entitled to appear and be heard.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and Queens, and the Acting President of the Borough of Richmond—16.

Knox & Dooling, 68 William, Corner Cedar Street, New York, March 22, 1911

Mr. HARRY P. NICHOLS, *Engineer in Charge of Division of Franchises, Board of Estimate and Apportionment,* City:

Dear Sir—Application is hereby made by us on behalf of the Richmond Light and Railroad Company for a temporary permit until the contract is executed covering the franchise at or near Fort Wadsworth, Staten Island, application for which is now pending before your Board, to lay the tracks of the Railroad Company across Tompkins avenue, from Wadsworth avenue to a private right-of-way of the Richmond Light and Railroad Company.

Special construction work is required at this point, and as the United States government is exceedingly anxious that the cars of this railroad should no longer run on Governmental Reservation, we are anxious to proceed with this bit of construction work.

May I request you to present this matter to the Board at its next meeting, so that with unanimous consent this permit may be granted pending execution of the franchise contract, when it will cease, and oblige. Yours very truly,

KNOX & DOOLING.

Report No. F-207.

Board of Estimate and Apportionment, The City of New York, Division of Franchises, March 22, 1911.

Mr. NELSON P. LEWIS, *Chief Engineer:*

Sir—Messrs. Knox & Dooling, attorneys for the Richmond Light and Railroad Company, have, under date of March 22, made formal application for a "temporary permit" to enable the Company to commence and complete the construction of tracks across Tompkins avenue and Richmond avenue, in the vicinity of Fort Wadsworth, being a part of the substituted right now applied for by that Company, and for which a proposed form of contract will be submitted to the Board on March 30.

I have written the attorneys that there is no provision in the statute which permits of any temporary rights pending the completion of the franchise procedure, but that a full acceptance by the Company of the form of grant as proposed is the first step to be taken, after which it may be possible to arrange for partial construction pending the completion of the franchise procedure and the execution of the contract.

I would therefore recommend that the application for a "temporary permit" be referred back to the Chief Engineer.

Respectfully, HARRY P. NICHOLS, Engineer in Charge.

Approved: NELSON P. LEWIS, Chief Engineer.

The matter was then referred back to the Chief Engineer.

David Shannon Company.

In the matter of the application of the David Shannon Company for permission to continue to maintain and use a pipe from its premises 639-641 West 40th street, to the Hudson River, for the purpose of obtaining salt water.

This application was presented to the Board at the meeting of March 16, 1911, and referred to the Chief Engineer.

The Secretary presented the following:

March 6, 1911.

Board of Estimate and Apportionment, Room 801, 277 Broadway, City of New York:

Gentlemen—We have been maintaining and using a pipe, salt-water, 5-inch, which runs under ground from 641 West 40th street to North River. Our wool factory is situated at 639-641 West 40th street, and we must have the salt water to soak and wash our skins (lambskins). This property is leased by us.

We herewith apply for a permit to continue the use and maintenance of said pipe.

Respectfully yours, DAVID SHANNON CO.,
Per James A. Shannon.

Report No. F-276.

Board of Estimate and Apportionment, Division of Franchises, March 21, 1911.

Mr. NELSON P. LEWIS, *Chief Engineer:*

Sir—The Department of Water Supply, Gas and Electricity heretofore called the attention of the Board of Estimate and Apportionment to an existing pipe maintained by the David Shannon Company from its premises 639-641 West 40th street, Borough of Manhattan, to the Hudson River, for the purpose of obtaining salt water. The matter was referred to this Division and an examination of the records failed to reveal any authorization for the pipe, and the Company was requested to present application to the Board for permission to continue to maintain and use the same.

At the meeting of the Board held January 19, 1911, a report from this Division was presented, reciting that the Company had declined to present application, and a resolution was adopted directing the David Shannon Company to cease the use of the pipe by February 19, 1911, and requesting the Comptroller to make demand for the payment of $3,723.11 for past use and occupation of West 40th street by said pipe from July 29, 1903, and advise the Board within thirty (30) days of such demand, whether or not the same had been paid. The resolution provided, in the event of the Company failing to cease the use of the pipe by the date specified, that the Borough President should sever its connection with the Company's premises.

In reply to the demand of the Comptroller for payment, the Company set forth certain facts with regard to the pipe and expressed a desire for a conference with a view to settling the matter. Such reply was forwarded to the Board by the Comptroller, and the President of the Company called at this office and agreed to present a petition for permission to continue to maintain and use the pipe. In view of this attitude of the Company, the Borough President was requested to defer the cutting of the pipe pending action by the Board on the petition.

Copies of the petition and accompanying plan were sent to the President of the Borough of Manhattan and the Commissioner of Water Supply, Gas and Electricity with a request that examinations be made by the various bureaus having jurisdiction, with a view to ascertaining if there are any objections to the continued maintenance and use of the pipe, or any particular conditions which should be inserted in the form of consent heretofore used by the Board for similar privileges.

Replies to said communications, dated, respectively, March 16 and March 15, 1911, state that there are no objections to the continued maintenance and use of the pipe, and no particular conditions are recommended for incorporation in the form of consent.

As there are no objections to the pipe, I can see no good reason why the requested permission should not be given, should the Board see fit to do so. I would suggest in such case that consent be granted during the pleasure of the Board of Estimate and Apportionment, but in no case to extend beyond a period of ten (10) years from the date of the approval of the consent by the Mayor, and revocable upon sixty (60) days' notice, and that it be made a condition of the consent that a security deposit in the sum of $1,000 be required, said deposit to be in the form of either money or securities to be approved by and deposited with the Comptroller for the faithful performance of the terms and conditions of the consent.

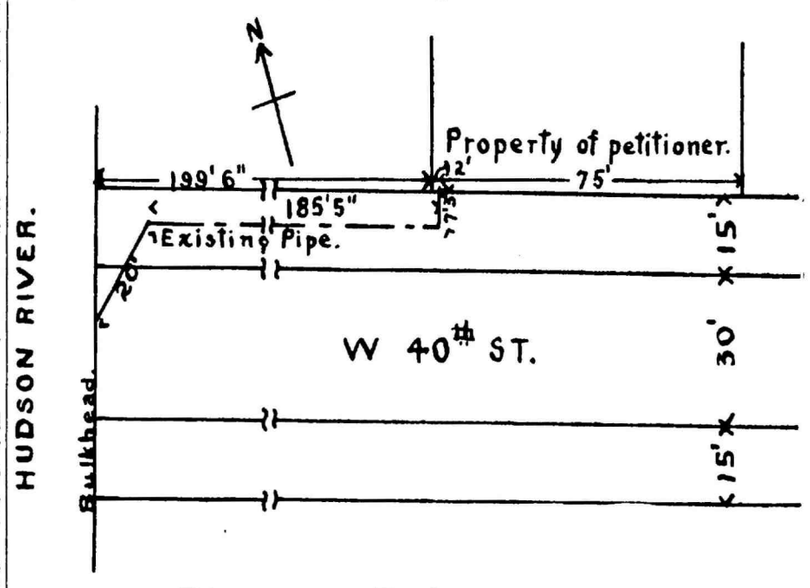
The length of the pipe in West 40th street, from the premises of the petitioner to the bulkhead line, is 213 feet. At the rate of charge heretofore adopted by the Board for pipes 16 inches in diameter or less, the charge for this pipe should be $407.10 per annum. In accordance with the procedure of the Board in all similar cases of unauthorized occupation of the City streets, compensation should be required for past use and occupation.

The petitioner has stated that the pipe in question was in existence many years, and long before the present Company took possession of the premises with which it connects. It was further stated that the Company first began to use the pipe about November 1, 1908, when it obtained a permit from the Department of Docks and Ferries to cut through the bulkhead and extend the pipe out under the pier at the foot of West 40th street, and placed the pipe in a fit condition for use. In view of these facts, now for the first time set forth by the Company, compensation should be required for the period from November 1, 1908, with interest at six per cent. It has been made a condition of the form of consent herewith submitted that the Company pay into the City treasury within sixty (60) days of the date of the approval of the consent by the Mayor, the sum of $1,327.16, such sum being the amount due at the above rate for the period from November 1, 1908, to October 31, 1911, with interest at six per cent. per annum, to April 1, 1911.

Resolutions are herewith submitted granting the requested consent and revoking the hereinabove-mentioned resolution directing the Company to cease the use of the pipe, adopted by the Board on January 19, 1911.

Respectfully, HARRY P. NICHOLS, Engineer in Charge.

Approved: NELSON P. LEWIS, Chief Engineer.



Plan of Existing Pipe for David Shannon Co.

DIVISION OF FRANCHISES.

The following was offered:

Whereas, The David Shannon Company is now maintaining and using an iron pipe heretofore installed under and along the northerly sidewalk of West 40th street, in the Borough of Manhattan, from its property at a point about 200 feet east of the easterly line of 12th avenue to the Hudson River, without proper authority, as more fully recited in a report from the Engineer in Charge of the Division of Franchise to the Chief Engineer, presented to the Board at the meeting held this day; and

Whereas, The David Shannon Company has presented a petition dated March 6, 1911, to the Board of Estimate and Apportionment for its consent to the continued maintenance and use of said pipe; now, therefore, be it

Resolved, That the consent of the corporation of The City of New York be and the same is hereby given to the David Shannon Company, a domestic corporation, to continue to maintain and use an iron pipe, four inches in diameter, for the greater portion of its length, and five inches in diameter for the remaining portion heretofore installed under and along the northerly sidewalk of West 40th street, in the Borough of Manhattan, from its premises at a point about 200 feet east of the easterly line of 12th avenue to the Hudson River, for the purpose of obtaining salt water for the exclusive use of the petitioner in connection with its business, and for no other purpose, all as shown on the plan accompanying the application, and entitled, "Plan and location of five-inch salt water pipe line of David Shannon Co., 637-41 West 40th street, to the Board of Estimate and Apportionment, City of New York, accompanying application dated March 6, 1911, and signed David Shannon Company, James A. Shannon, Vice-President, a copy of which is annexed hereto and made a part hereof upon the following terms and conditions:

1. Said consent shall continue only during the pleasure of the Board of Estimate and Apportionment, or its successors in authority, and shall be revocable upon sixty (60) days' notice in writing to the said grantee, its successors or assigns, but in no case shall it extend beyond a term of ten (10) years from the date of the approval of this consent by the Mayor, and thereupon all rights of the said David Shannon Company in or under said West 40th street, by virtue of this consent, shall cease and determine.

2. The said David Shannon Company, its successors or assigns, shall pay into the Treasury of The City of New York as compensation for the privilege hereby granted, the annual sum of four hundred and seven dollars and ten cents ($407.10). Such payments shall be made in advance on November 1 of each year, provided, however, that the first payment shall be made within sixty (60) days of the approval of this consent by the Mayor, and shall be the sum of one thousand three hundred and twenty-seven dollars and sixteen cents ($1,327.16), such sum including payment in full at the rate of four hundred and seven dollars and ten cents ($407.10) for the past use and occupation of West 40th street by the said pipe, and payment in advance to November 1, 1911, with interest at six per cent. per annum to April 1, 1911.

Such payments shall not be considered in any manner in the nature of a tax, but shall be in addition to any and all taxes of whatsoever kind or description now or hereafter required to be paid under any ordinance of The City of New York, or by any law of the State of New York.

3. Upon the removal of the said grantee from its said premises on West 40th street, or upon the revocation or termination by limitation of this consent, the said grantee, its successors or assigns, shall, at its own cost, cause the pipe to be removed and all that portion of West 40th street affected by this permission to be restored to its proper and original condition, if required so to do by The City of New York or its duly authorized representatives. If the pipe to be maintained by the said grantee under this consent shall not be required to be removed, it is agreed that it shall become the property of The City of New York.

4. The consent hereby given is for the exclusive use of the grantee, and shall not be assigned either in whole or in part, or leased or sublet in any manner, nor shall title thereto or right, interest or property therein pass to or vest in any other person, firm or corporation whatsoever, either by the acts of the said grantee, its successors or assigns, or by operation of law, without the consent in writing of The City of New York, acting by the Board of Estimate and Apportionment or its successors in authority.

5. The said grantee shall pay the entire cost of:

(a.) The installation, maintenance and removal of the pipe.

(b.) The protection of all surface and sub-surface structures which shall in any way be disturbed by the installation or removal of the pipe.

(c.) All changes in sewers or other sub-surface structures made necessary by the installation of the pipe, including the laying or relaying of pipes, conduits, sewers or other structures.

(d.) The replacing or restoring of the pavement in said street which may be disturbed during the installation or removal of said pipe.

(e.) Each and every item of the increased cost of any future sub-structure, or repairs or alterations to any existing or future sub-structure, caused by the presence of said pipe under this consent.

(f.) The inspection of all work during the installation or removal of the pipe, as herein provided, which may be required by the President of the Borough of Manhattan and the Commissioner of Water Supply, Gas and Electricity.

6. Before the construction or removal shall be begun the grantee shall obtain permits to do the work from the President of the Borough of Manhattan and from the Commissioner of Water Supply, Gas and Electricity. The grantee shall perform all the duties which may be imposed upon it by those officials as conditions of such permits, provided such conditions are not inconsistent with the provisions of the consent. The grantee shall submit to those officials working plans, which shall include and show in detail the method of installation or removal of the pipe and the mode of protection or changes in all sub-surface structures required by the installation or removal of the pipe.

7. If at any time it shall become necessary to repair or alter any substructure in said street the City shall have the right to break through or remove all or any portion of the structure hereby authorized, and the grantee shall pay to the City the expense incurred by such removal.

8. The said pipe and any fixtures laid therein shall be constructed, maintained and operated subject to the supervision and control of the proper authorities of The City of New York. The said pipe shall be open at all times to the inspection of all the authorities who have jurisdiction in such matters under the Charter of The City of New York.

9. This consent is subject to whatever right, title or interest the owners of abutting property or others may have in and to West 40th street.

10. Said grantee shall be liable for all damages to persons or property, including the street and subsurface structures therein, by reason of the construction and operation or maintenance of said pipe, and it is a condition of this consent that The City of New York assumes no liability to either person or property on account of the consent.

11. This consent is granted on the further and express condition that all laws or ordinances now in force, or which may hereafter be adopted, shall be strictly complied with.

12. This consent is upon the express condition that the said grantee, within sixty (60) days after its approval by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of The City of New York the sum of one thousand dollars ($1,000), either in money or in securities to be approved by him, which fund shall be security for the performance of the terms and conditions of this consent, especially those which relate to the payment of the annual charge, the repairs of the street pavement and the future removal of the pipe. In case of default in the performance by said grantee of any of such terms and conditions, The City of New York shall have the right to cause the work to be done and the materials to be furnished for making the necessary changes or repairs, after ten days' notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings, or in case of default in the payment of the annual charge, shall collect the same with interest from said fund, after ten days' notice to the said grantee.

In case of any drafts so made upon the security fund the said grantee shall, upon thirty (30) days' notice in writing, pay to the Comptroller of The City of New York a sum of money sufficient to restore the said fund to the original amount of one thousand dollars ($1,000), and in default of the payment thereof the consent hereby given may be cancelled and annulled at the option of the Board of Estimate and Apportionment of The City of New York, acting on behalf of said City. No action or proceedings or rights under the provisions of this section shall affect any other legal rights, remedies or causes of action belonging to The City of New York.

13. Said grantee shall give notice to the President of the Borough of Manhattan and the Commissioner of Water Supply, Gas and Electricity, in writing, of its intention to begin the work hereby authorized at least forty-eight hours before such work commences. The grantee shall also give to the Board of Estimate and Apportionment notice in writing of the date on which the work is commenced, and also the date on which the same is completed, not later than ten (10) days after such dates.

14. This consent shall not become operative until said grantee shall duly execute an instrument in writing wherein said grantee shall promise, covenant and agree on its part to conform to, abide by and perform all the terms and conditions and requirements in this consent fixed and contained, and file the same with the Board of Estimate and Apportionment of The City of New York within thirty days after the approval of this consent by the Mayor.

And the said grantee shall promise, covenant and agree in said instrument to hold The City of New York harmless from all damages to persons or property which may result from the construction or operation of the pipe hereby authorized.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and Queens and the Acting President of the Borough of Richmond—16.

The following was offered:

Resolved, That the resolution adopted by this Board January 19, 1911, directing the David Shannon Company to cease the use of a certain pipe and completely remove the same from within the lines of West 40th street before May 1, 1911, and authorizing and requesting the Comptroller to make formal demand upon said Company for the payment of the compensation due for past use and occupation of said street by said pipe, be and it hereby is rescinded.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and Queens and the Acting President of the Borough of Richmond—16.

V. Loewer's Gambrinus Brewery Company.

A communication was received from the V. Loewer's Gambrinus Brewery Company stating work was commenced on March 21, 1911, on the installation of the 15-inch pipe under and across West 41st street, connecting premises Nos. 533 and 536, Borough of Manhattan.

This consent was granted by resolution adopted by this Board February 2, 1911, approved by the Mayor February 3, 1911, and the notice is given in conformity with section 14 of the consent.

The communication was ordered filed.

City Island Railroad Company; Pelham Park Railroad Company.

In the matter of the communication from the City Island Board of Trade serving notice upon the City Island Railroad Company and the Pelham Park Railroad Company that it would employ all lawful means to prevent a further extension of time and have revoked the permission to change the motive power on these railways, should the work not be completed within the time required by the consent, as amended, granted by the Board.

This communication was presented to the Board at the meeting of March 16, 1911, and referred to the Chief Engineer.

The Secretary presented the following:

Report No. F-154.

Board of Estimate and Apportionment, Division of Franchises, March 25, 1911.

Mr. NELSON P. LEWIS, *Chief Engineer:*

Sir—At the meeting of the Board of Estimate and Apportionment held March 16, 1911, a communication dated March 7, 1911, addressed to the Mayor, President of the Board of Aldermen and the Comptroller, comprising the Transit Committee of the Board, was presented from the City Island Board of Trade, and referred to the Chief Engineer. This communication enclosed a copy of a letter which had been forwarded to the President of the City Island Railroad Company and the Pelham Park Railroad Company, serving notice upon him that the Board of Trade would at the expiration of the time for the completion of the construction of the City Island Railroad, employ all lawful means to prevent a further extension of time and also to have revoked the permission already granted for a change of motive power.

The consent of the City for the change of motive power from horse power to electricity to be operated by the American monorail system on the existing narrow gauge street surface railways of the Pelham Park and City Island Companies, between Bartow Station and Belden Point, City Island, was given by resolutions adopted by the Board April 30, 1909, and approved by the Mayor May 4, 1909. These resolutions provided that construction should be commenced within six months from the date of their approval by the Mayor, and completed within one year from the date of approval.

Construction of the portion of the combined routes of the Companies within the limits of Pelham Bay Park was commenced October 27, 1909, and operation begun between Bartow Station and the City Island bridge July 15, 1910, but as the result of an accident on the following day, operation of the monorail was temporarily suspended until November 14, 1910, when it was again resumed and has continued to the present time. The original date for the completion of construction upon the remainder of the route of the City Island Railroad Company was May 4, 1910, but by various resolutions of the Board, such time has been extended until June 16, 1911.

I am advised by the President of the Company that construction of the railroad on City Island has not yet been commenced, although at the time of granting the last extension of time assurances were made to the Board that the money for the prosecution of this work would be provided when necessary. As it seems doubtful if this portion of the road can be completed before the specified date, it is recommended that the Secretary of the Board be directed to call upon the City Island Railroad Company for a statement as to when it expects to commence the construction of the portion of its road from the westerly side of the City Island bridge to Belden Point and how long will be required to complete such work and place the road in operation. Upon receipt of this information I will present a more detailed report in relation to the exact status of all obligations of the two Companies under the resolutions granting the consent of the City to a change of motive power.

In accordance with the above recommendation there is transmitted herewith a resolution for adoption directing the Company to furnish the necessary information on or before April 5, 1911. Respectfully,

HARRY P. NICHOLS, Engineer in Charge.

Approved: NELSON P. LEWIS, Chief Engineer.

A communication was received from the citizens of City Island in mass meeting assembled protesting against the existing transit conditions on City Island.

The following was offered:

Resolved, That the President of the City Island Railroad Company be and he hereby is directed to inform this Board on or before April 5, 1911, as to the probable date on which the work of changing the motive power from horse power to electricity on that portion of the route of the City Island Railroad Company lying between the westerly approach to the City Island bridge and Belden Point, City Island, Borough of The Bronx, will be commenced and also as to the probable length of time required to complete such work and place the road in operation, as provided in the resolution adopted by this Board April 30, 1909, and approved by the Mayor May 4, 1909, consenting to said change of motive power, as amended by resolutions adopted April 22, July 1, September 16 and November 18, 1910, and approved by the Mayor April 26, July 8, September 23 and November 23, 1910, respectively, together with a statement as to what, if any, preliminary steps such as ordering of material, preparation and approval of plans, etc., have been taken toward the change of motive power, and if no such steps have been taken, the reasons therefor.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and Queens and the Acting President of the Borough of Richmond—16.

New York, New Haven and Hartford Railroad Company.

In the matter of the application of the New York, New Haven and Hartford Railroad Company for the cancellation of the bond in the sum of $200,000 and the substitution of a bond for a less amount, furnished under and pursuant to agreement dated December 21, 1904, authorizing the 6-tracking of the Harlem River and Port Chester Railroad.

This petition was presented to the Board at the meeting of October 29, 1909, and referred to the Chief Engineer.

The Secretary presented the following:

Report No. F-162.

Board of Estimate and Apportionment, Division of Franchises, March 27, 1911.

Mr. NELSON P. LEWIS, *Chief Engineer:*

Sir—The New York, New Haven and Hartford Railroad Company by a petition dated October 11, 1909, requested the Board of Estimate and Apportionment that a certain bond in the sum of $200,000 given to insure the faithful performance of the terms and conditions of an agreement dated December 21, 1904, between the Company and the City be cancelled and that bond for a less amount be submitted therefor. The petition was presented to the Board at its meeting of October 29, 1909, and referred to the Chief Engineer.

The agreement mentioned above relates to the six-tracking of the Harlem River and Port Chester Railroad, leased to and operated by the New Haven Company, and provided that a bond of a duly authorized guaranty or surety company should be furnished by the Company at the time of the signing of the agreement. Pursuant thereto, a bond for $200,000 was executed by the New Haven Company, as principal, with the United States Fidelity and Guaranty Company, as surety, and is now on deposit in the office of the Comptroller of the City. The original time for the completion of the work under the agreement expired April 1, 1909, but by resolutions adopted by the Board June 25 and December 3, 1909, and October 28, 1910, and approved by the Mayor June 29 and December 6, 1909, and November 3, 1910, respectively, such time was extended to April 1, 1911. The agreement further provided that foot bridges carrying certain streets over the tracks of the Company should be built at six designated points. Four of these bridges have been constructed but the remaining two, namely, at Lincoln and Forest avenues, have not as yet been erected, principally for the reason that the Bronx Borough authorities have not selected the points at which they should be placed. Lincoln and Forest avenues will probably not be retained in the final layout of that section of the Borough, and as the agreement of 1904 provides that the Company shall consent to the opening of streets across its right of way in substitution for those named in the agreement, and in such event will construct and maintain the necessary bridges over such substituted streets, provided that it be not required to build a greater number of bridges than stated in the agreement, two other points may be selected at which to have such bridges erected.

The President of the Borough of The Bronx, in a communication under date of March 11, 1911, states that in addition to the erection of the two foot bridges, the only work remaining to be done under the agreement of December, 1904, is a small quantity of dry rubble wall at Longwood avenue and the completion of the floor system of the 174th street bridge, and that the Company has agreed to have these pieces of work completed by April 1, 1911, the date on which the contract expires by limitation.

An effort has been made to prepare and have executed by the Company an agreement providing for the future erection of the two foot bridges, but it has been found impossible to have such agreement in readiness for presentation to the Board at its meeting of March 30, 1911. In all probability, however, such agreement will be executed prior to the meeting of April 13 and it is therefore recommended that the matter lay over until such last-named meeting, and be referred back to the Chief Engineer.

Respectfully, HARRY P. NICHOLS, Engineer in Charge.

Approved: NELSON P. LEWIS, Chief Engineer.

The matter was then referred back to the Chief Engineer.

New York, New Haven and Hartford Railroad Company.

In the matter of the agreement dated June 30, 1906, granting the Harlem River and Port Chester Railroad Company, leased to the New York, New Haven and Hartford Railroad Company, certain lands in Bronx and Pelham parkway and Pelham Bay Park, under and pursuant to the provisions of chapter 670 of the Laws of 1905.

The Secretary presented the following:

New York, New Haven and Hartford Railroad Company, Law Department, New York, March 20, 1911.

Mr. JOSEPH HAAG, *Secretary, Board of Estimate and Apportionment,* 277 Broadway New York City:

Dear Sir—You are hereby formally notified that the Railroad Company has completed all work under its contract affecting Main avenue, Baychester, and that on or before April 1 the Company will discontinue the grade crossing under that approach. The southerly approach was completed by the Railroad Company in the early part of December last, since which time we have been waiting for the City to complete guard rails on this approach. The City has withdrawn its Inspector, and his pay stopped as of December 1.

We feel that more than a reasonable time has been allowed to the City to do its part toward making the bridge passable. Yours very truly,

CHARLES M. SHEAFE, Attorney.

Which was referred to the Chief Engineer.

Rapid Transit Railways.

Prospect Park Extension, Eastern Parkway Route, Nostrand Avenue Route, Livonia Avenue Route, Borough of Brooklyn.

The Secretary presented a communication, dated March 23, 1911, from the Public Service Commission for the First District, revoking the resolutions adopted by the Board of Rapid Transit Railroad Commissioners laying out the Prospect Park Extension, modifying the Eastern Parkway route, and transmitting plans and conclusions for additional rapid transit railways on Nostrand avenue, East 98th street and Livonia avenue, Borough of Brooklyn, as follows:

To the Board of Estimate and Apportionment of The City of New York:

The Public Service Commission for the First District herewith transmits to you for your approval and the approval of the Mayor of the City, as required by law, certified copies of resolutions adopted by it on the 3d day of March, 1911, (1) rescinding and revoking the resolutions of the former Rapid Transit Board of March 24 1904, adopting the route and general plan of construction for the Prospect Park Extension; (2) modifying the route and general plan of construction for the Eastern Parkway Route adopted by the former Rapid Transit Board by resolutions of June 1 1905, and (3) determining and establishing routes and general plans of construction for two new rapid transit railroads to be known as the Nostrand Avenue Route and the Livonia Avenue Route; all in the Borough of Brooklyn.

Present Routes:

There are now laid out in the section of Brooklyn immediately beyond the terminus of the present subway at Atlantic and Flatbush avenues two new rapid tranist railroad routes—the Prospect Park Extension and the Eastern Parkway Route—which were adopted by the former Rapid Transit Board on March 24, 1904, and June 1, 1905, respectively.

Prospect Park Extension—

The Prospect Park Extension is laid out as a four-track subway under Flatbush avenue, from Atlantic avenue to the Prospect Park plaza, where two tracks return by a loop around the Plaza and the other two tracks continue under the Plaza and again under Flatbush avenue to Ocean avenue, where they widen into an eight-track terminal and extend as such to the southerly side of Parkside avenue.

Present Eastern Parkway Route—

The Eastern Parkway Route as at present laid out is a two-track subway, extending under Flatbush avenue, from Pacific and Dean streets to the Prospect Park Plaza and thence under the Eastern Parkway to Howard avenue, where it divides into two branches, one extending under private property, Grafton street, Hunterfly road, Blake avenue and Georgia avenue to the junction of Jamaica avenue, Broadway and Fulton street, and the other under Pitkin avenue to Georgia avenue, where it joints the first branch.

Consents—

The Prospect Park Extension received the approval of the Board of Aldermen (which was then required under the Rapid Transit Act) and the approval of the Acting Mayor. The consents of more than one-half in value of abutting property owners were obtained, but the Park Department (the consent of which was also then required by the Act) was refused. This refusal was due to the objection of the Park Commissioner of Brooklyn to the feature of the route and general plan involving the construction of an eight-track terminal alongside the park, which, in his opinion, would result in the destruction of some of the finest trees in Prospect Park.

The Eastern Parkway Route was approved by the Board of Estimate and Apportionment and by the Mayor, and has been consented to by more than one-half in value of abutting property owners.

New Layout.

The development of the district that would be affected by the construction of the lines laid down by the former Rapid Transit Board has demonstrated that to adequately provide for the present population and the enormous influx that would follow the provision of additional facilities a more comprehensive rapid transit railfoad layout is necessary. This is provided by the accompanying resolutions which involve:

Prospect Park Extension—

The revocation of the resolutions adopting the Prospect Park Extension.—Aside from the objections of the Park Department the trend of development has shown that the Eastern Parkway must be the main artery of rapid transit travel in this section and, while two tracks alongside Prospect Park are retained by the Eastern Parkway modification, a storage yard instead of being at the Willink entrance of the Park should be in a central position readily available for the important Eastern Parkway trunk line. This is taken care of by the Eastern Parkway route changes. The Commission is advised that in view of the failure to secure the necessary consent of the Park Department to the Prospect Park Extension legal complications will be avoided if this route be dropped and a changed line adopted to take its place.

Eastern Parkway Route—

The modification of the Eastern Parkway Route making it a trunk line of large capacity.—Instead of a two-track subway throughout, the modifications provide for a six-track subway from Atlantic avenue to Nostrand avenue and a four-track subway from Nostrand avenue to Buffalo avenue. East of Buffalo avenue no change is made A two-track subway extending alongside of Prospect Park to Malbone street is provided to take the place of the Prospect Park Extension. Under the Prospect Park Plaza provision is made for a terminal or storage yard of considerable capacity which will be available for either the Eastern Parkway line or the Prospect Park branch The provision of this yard is an important element in the general plan because of the economy and flexibility in operation that should result from its use. Three new spurs are also provided for on Eastern Parkway—one at Nostrand avenue, to provide a connection with the Nostrand avenue route, which is herewith submitted for your approval; one at Utica avenue, to provide a connection with the Utica avenue route adopted by this Commission on September 19, 1910, and thereafter approved by your honorable Board and by the Mayor; and the third at Buffalo avenue, to provide a connection with the Livonia avenue route, which is also herewith submitted for your approval. Certain spurs provided for in the original Eastern Parkway route, one on the Eastern Parkway between Classon and Franklin avenue to connect with the Brooklyn and Brighton Beach Railroad, one at Bedford avenue to connect with a line under Bedford avenue, and the third running under the Eastern Parkway and the Park Plaza to connect the Eastern Parkway route with the Prospect Park Extension, are eliminated.

Nostrand Avenue Route—

The adoption of the Nostrand avenue route, starting at Nostrand avenue and Eastern Parkway, where a connection can be made with the Eastern Parkway route and extending thence southerly as a three-track subway under Nostrand avenue to a point between Avenue J and Avenue K, where it emerges from the ground to an elevated structure, and thence continues still southerly as a three-track elevated structure over Nostrand avenue and private property to Emmons avenue.

Livonia Avenue Route—

The adoption of the Livonia avenue route, starting at the intersection of Buffalo avenue and the Eastern Parkway, where a connection can be made with the Eastern Parkway route, and extending thence southeasterly as a three-track subway under a portion of Lincoln Park and Buffalo avenue to a point in private property on the east side of Buffalo avenue between the Eastern parkway and Union street, where it begins to emerge from the ground; thence continuing still southeasterly in open cut and on embankment through private property and across the various cross streets to a point in private property near East New York avenue, thence continuing as a three-track elevated structure over and across East New York avenue and over and along East 98th street and Livonia avenue to New Lots road.

Another road forming an important part of this general scheme is the Utica avenue route, which has recently been approved by your honorable Board and the Mayor.

General Considerations.

Eastern Parkway—

The growth of population not only along the Eastern parkway itself, which is being rapidly built up, but upon nearby streets could scarcely have been anticipated at the time the Eastern parkway route was originally adopted with only two tracks The portion of this route through Flatbush avenue and the Eastern parkway traverses what is rapidly becoming one of the most populous sections of Brooklyn. This is due not only to the accessible location of this district but also to its very desirable situation for residential purposes, being on the crest of the land at about the highest elevation in Brooklyn, affording a wide outlook over the surrounding sections. The street plan of Brooklyn as well as the trend of development both point to the part the Eastern parkway must play in the future as one of the great trunk line arteries of the City. Under the plan adopted by the former Rapid Transit Board, however, the Eastern parkway line was subordinated to the Prospect Park extension, since in the Flatbush avenue trunk only two tracks were allotted to it, while four tracks were allotted to the extension. Under the plans now adopted the Eastern parkway route is made the trunk line, which with its branches will serve the great southeastern district of Brooklyn. The territory reached by the old Prospect Park extension is not adversely affected by these changes, since a two-track branch alongside the park to Malbone street is adopted as part of the Eastern parkway modifications and the southerly part of Flatbush avenue may be reached by the Nostrand avenue route.

The conditions for construction along the Eastern parkway are most favorable the soil being of a gravelly nature and the parkway being located at the summit of the divide separating the northerly and southerly watersheds of Brooklyn, thus greatly reducing possible interference with the sewer system. Moreover, because of its great width there should be little interference with longitudinal pipes. There is probably no district in the City within an equal distance of the City Hall which offers such advantages from a construction standpoint.

The old connections with a proposed line under Bedford avenue and with the Brighton Beach Railroad included in the Eastern parkway route as originally adopted are now eliminated, since the branches now adopted are considered preferable and will utilize the entire capacity of the trunk line.

The Eastern parkway is intersected by important surface lines at the Park plaza at Franklin avenue, at Nostrand avenue, at Kingston avenue and at Utica avenue.

Livonia Avenue Route—

The Livonia avenue route is naturally an extension of the Eastern parkway line and will serve the great Brownsville district, in which the rapid increase of population has been almost unprecedented—a population estimated at upwards of 163,000 having grown up in this section within recent years. On East 98th street, furthermore, the projected line will be intersected by the Ralph avenue and Rockaway avenue surface line, the Bay Ridge division of the Long Island Railroad and the Canarsie branch of the Brooklyn Elevated Railroad.

The topography of the land affected by this line presents conditions especially favorable for its construction. From the Eastern parkway there is a steep declivity to the lower level of the territory to the east and south served by Livonia avenue The subway portion of the line would therefore naturally emerge just on the side of this declivity, and would then extend from that point to the end of the route as an elevated structure. An elevated structure on this portion of the line is preferable, since practically all of the territory to the south of the ridge of the Eastern parkway is low-lying ground at but slight elevation above tidewater. A subway in this district would moreover involve a considerable readjustment of sewers.

Nostrand Avenue Route—

The Nostrand avenue route, which also naturally fits in as a branch of the Eastern parkway subway, extends from the parkway almost due south to Sheepshead Bay a distance of 5.7 miles, through a district which is now almost destitute of rapid transit, the Brighton Beach road being 4,600 feet west of Nostrand avenue and the Canarsie line more than two miles east. The intersection of Eastern parkway and Nostrand avenue, where the line begins, is only 5.26 miles from the City Hall in Manhattan and the terminus of the line at Nostrand and Emmons avenues only 10.96 miles from the same point. The only transportation facilities now afforded this locality are those provided by the surface line operated by the Brooklyn Heights Railroad Company leading to the Williamsburg Bridge. Residents of this locality desiring to reach downtown Brooklyn or to go across the Brooklyn Bridge are therefore compelled to reach these districts by a roundabout transfer route. Notwithstanding these disadvantages, Nostrand avenue is lined with substantial residences and business places as far south as Flatbush avenue and the locality is rather thickly built up for many blocks to the east and west. South of the intersection of Nostrand and Flatbush avenues is a large undeveloped territory, which because of its nearness to the business districts of the City should accommodate a large population as soon as proper transportation facilities are provided.

The Nostrand avenue line is naturally divided into two equal portions at the point where Flatbush avenue crosses Nostrand avenue. The northerly portion is populous and sufficiently high to allow the construction of a subway at a fair cost. The southerly half on the other hand, while not populous, has been kept from development by a lack of transit facilities and for the most part is low ground, thus making preferable the construction of this portion of the line as an elevated railroad.

Dated, March 23, 1911.

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT,
By W. R. Willcox, Chairman.

Seal of the Commission.

Attest: Travis H. Whitney, Secretary.

The following was offered:

Resolved, That the communication be received, and in pursuance of law this Board hereby appoints Thursday, the 6th day of April, 1911, at 10.30 o'clock in the forenoon as the time, and Room 16, City Hall, Borough of Manhattan, as the place, when and where such plans and conclusions will be considered; and be it further

Resolved, That the Secretary be and he hereby is directed to cause notice of such consideration to be published in the City Record.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and Queens and the Acting President of the Borough of Richmond—16.

The communication was then referred to the Chief Engineer.

Treasury Department, United States of America.

An application was received from the Treasury Department, United States of America, for permission to relocate a certain scale in the existing driveway of the United States Appraisers' Warehouse across the easterly sidewalk of Washington street, 20 feet north of Barrow street, Borough of Manhattan.

Which was referred to the Chief Engineer.

Postal Telegraph-Cable Company.

In the matter of the petition of the Postal Telegraph-Cable Company for permission to lay certain underground conduits from the corner of Dover and Water streets, Borough of Manhattan, under and along certain streets, avenues and highways in the Boroughs of Manhattan and Brooklyn, to Pitkin avenue, to the City Aqueduct, and along the conduit lands and Rockaway turnpike to the boundary line of Queens County; also from the intersection of Central and McNeil avenues to Broadway, to Grandview avenue, Borough of Queens, to and into the ocean.

This application was presented to the Board at the meeting of February 9, 1911, and was referred to the Chief Engineer.

The Secretary presented the following:

Board of Estimate and Apportionment, City of New York, Division of Franchises, Room 801, 277 Broadway, March 27, 1911.

Mr. Nelson P. Lewis, *Chief Engineer:*

Sir—At the meeting of the Board of Estimate and Apportionment held September 30, 1910, there was presented an application from The Commercial Cable Company for permission to lay underground conduits from the corner of Canal and Christie streets, Borough of Manhattan, over the Manhattan Bridge and through the Boroughs of Brooklyn and Queens to the beach at Far Rockaway. The conduits for which permission was so applied were to be laid for the purpose of installing cables in order to connect with a proposed new cable landing at Far Rockaway, in place of the present cable landing now used by the Company at Manhattan Beach, Coney Island.

As explained by the Company in its application, this change was ordered by the United States Government in order to allow dredging operations to be undertaken at Rockaway Inlet in connection with the Jamaica Bay Improvements which had been initiated by the City.

The office of The Commercial Cable Company is situated in the Borough of Manhattan, and its present cable landing at Manhattan Beach is reached by two iron pipe conduits running over the Brooklyn Bridge and through the Borough of Brooklyn.

These conduits, it was stated by the Company in its application, were laid under certain permits granted by the former City of New York, the former City of Brooklyn and the former towns of Flatbush, Flatlands and Gravesend. While the number of conduits to be laid on the new route was not specified in the application of the Company, subsequent inquiry revealed the fact that the application was proposed for the purpose of allowing the Company to lay two conduits in lieu of the two on the portion of its present route which will not be needed or used after the change is

made, and also two additional conduits for the entire route between the Borough of Manhattan and Far Rockaway Beach. A portion of the present conduits lying between the Borough of Manhattan and the plaza at Prospect Park, Borough of Brooklyn, were to be retained by the Company, thus necessitating the construction of only two new conduits between these points in order to give the additional facilities desired.

It was found that The Commercial Cable Company had been organized prior to the enactment of the present Charter of The City of New York, viz., in 1883, and as there had been some question as to the rights of a company so organized to lay underground conduits or conductors without the consent of the municipal authorities, which question was at that time in course of decision by the courts of the State, it was deemed advisable and necessary to request the Corporation Counsel for his opinion as to the nature of the consent asked for, the procedure to be followed in granting the same, and the conditions which might be imposed upon the Company by the City. For this purpose a report of this Division was transmitted to the Corporation Counsel on September 7, and the information therein contained was later supplemented by other reports of this Division.

On October 21 the Corporation Counsel advised that he was informed by counsel for the Company that it was desired to make the application in the name of the Postal Telegraph-Cable Company.

On October 24, 1910, a communication was received from The Commercial Company dated October 4, withdrawing its application. This communication was presented to the Board at its meeting held October 28, and the various papers ordered filed. At the same meeting the application of the Postal Telegraph-Cable Company was submitted to the Board and referred to the Chief Engineer.

Subsequently this application was withdrawn and a formal petition covering the same route was submitted and presented to the Board at its meeting held January 19, 1911. Meanwhile, this matter had been referred to the various administrative officials concerned, and at their suggestion the proposed route was changed to other streets and avenues. The Postal Company then withdrew the petition presented January 19, and submitted another petition covering the new route, which was presented to the Board on February 9. The Board had fixed March 2 as the date for the preliminary hearing on the petition, and such date was also fixed for the hearing on the petition for the altered route. This hearing was held on the date fixed and the matter referred back to the Chief Engineer.

I. Organization History.

The Commercial Cable Company, which owns the present conduits in connection with its cable lines in the Atlantic Ocean, was formed by a certificate of incorporation filed in the office of the Secretary of State December 12, 1883. While it was stated in the certificate that the Company assumed the privileges granted by the Post Roads Act of Congress, it was ascertained that at the time of its organization it was proposed to operate in various States of the United States, but its actual operation, however, was confined to the State of New York and to the operation of the Atlantic cables, for which purposes it claims to have sufficient authority under the State laws.

In November, 1904, this Company filed an amended certificate of incorporation to authorize it to purchase, acquire, hold and dispose of stocks, bonds and evidences of indebtedness of other corporations, to sell or lease its own franchises, to acquire other franchises and to do and perform other acts which it claims it has been granted power to do by amendments to the laws of the State since the time of its incorporation

On January 25, 1886, there was filed in the office of the Secretary of State the certificate of incorporation of a company known as the Postal Telegraph-Cable Company. This Company filed its certificate of acceptance of the Post Roads Act, and apparently proceeded to and did carry on operations as a telegraph company generally throughout the United States. In connection with The Commercial Cable Company, it appears to have formed a combined telegraph-cable system, both companies operating in conjunction and supplementing each other as parts of one entire system, though under separate operating management.

Later, as appears from Poor's Manual, both of these companies came under the control of an association known as "the Mackay Companies," a voluntary association formed under a trust deed of December 19, 1903, to consolidate the holdings of stockholders interested in the Commercial Company and the Postal Company. The Mackay Companies is managed by seven trustees elected annually.

In the report of the Legislative Committee appointed to investigate telephone and telegraph companies made to the New York State Legislature in 1910, it is stated that the operating company of the "Postal Telegraph System" in New York State was the New England Telegraph Company, which operated under a lease from the Commercial Union Telegraph Company.

The New England Company referred to was formed under the laws of this State by a certificate filed in the office of the Secretary of State August 10, 1883, and the Commercial Union Telegraph Company was similarly formed March 31, 1886. The New England Company later acquired the poles, lines and other property of a company known as the Commercial Cable and Telegraph Company, which was organized November 29, 1897, and which filed a certificate of dissolution with the Secretary of State July 9, 1908. Both the New England Company and the Commercial Cable and Telegraph Company accepted the Post Roads Act of Congress.

In the report of the Legislative Committee above referred to, it is said that when the relations of the New England Company to the Postal Telegraph System were brought out at a hearing, that Company immediately began to take steps to change its name. Upon investigation it was found that the Company in March, 1910, had obtained permission to assume the name of Postal Telegraph-Cable Company, and that the former Postal Telegraph-Cable Company, to allow of this change under the laws of the State of New York, had previously, on January 12, 1910, obtained permission to assume the name of Transcontinental Telegraph Company. *It will thus be seen that the present applicant, the Postal Telegraph-Cable Company, is the former New England Telegraph Company under a new name.* Under this new name, on April 27, 1910, it filed in the office of the Secretary of State an amended certificate authorizing it to extend its lines of telegraph.

Local Consents Granted to Above Companies—No record exists in this office to show that any of the above companies, with the exception of the Commercial Cable Company, ever obtained permission from the local authorities in any portion of the present City of New York to erect poles or wires, or to lay conduits in the streets of any portion of the City. The Commercial Cable Company, however, was granted the following privileges:

1. *Old City of New York.*

Permission to use the streets of the City of New York for the purpose of constructing and laying lines of electrical conductors underground, and for the purpose of laying pneumatic tubes, etc., granted by the Board of Aldermen of the former City of New York on November 10, 1884, the resolution granting the same having been approved by the Mayor November 12, 1884. This consent was subject to the provisions of the Revised Ordinances of 1880, requiring the reservation of one wire in each route for the use of the Police and one for the use of the fire-alarm telegraph, without charge to The City of New York, and the Company *was required to pay to the City for each street opened and used by it a sum equal to one cent for each lineal foot of each street occupied.*

2. *Brooklyn Bridge.*

Permission to use the Brooklyn Bridge structure for the purpose of laying a wire or wires "in a cable" on and across the same by virtue of an agreement dated July 18, 1904, entered into between the Company and the Commissioner of Bridges. This agreement requires the Company *to pay a rental of* $30 *per year for each wire conductor laid singly or in a cable containing several conductors;* to make all connections with land lines in such manner as the Engineer in charge of the bridge shall designate; to properly mark each wire or cable; to remove all conductors belonging to it on thirty days' notice, and to notify the Commissioner of Bridges of any transfer of the ownership of any conductors crossing the said bridge.

3. *Former City of Brooklyn.*

Permission to lay "a wire cable underground" from the City line through Flatbush avenue to Vanderbilt avenue, through Vanderbilt avenue to Park avenue, through Park avenue to Hudson avenue, through Hudson avenue to Water street, and thence through Water street to the East River, granted by the Common Council of the former City of Brooklyn on June 16, 1884. This resolution provides that the Company *should first pay to the City the sum of* $1,000 *and should give a bond with sureties to be approved by the Mayor*, conditioned that the Company indemnify and save the City harmless against all damage, etc., by reason of the laying and use of said cables, should place the streets through which the same was laid in as good repair and condition as before the same was laid, and should properly sprinkle with water for a length of time to be approved by the Commissioner of City Works, the trench dug for the laying of said cables after it was filled in. It was also upon the further condition that the work should be done under the supervision of the Department of City Works and that the cost of inspection should be paid by the Company.

On October 13, 1884, however, a resolution was passed by the Common Council granting permission to the Company to lay "a wire cable underground" in Front street, from Hudson avenue to Fulton street, in lieu of Water street to the East River. This was done presumably to enable the Company to bring its conductor to the Brooklyn Bridge, instead of to the East River.

4. *Former Town of Flatbush.*

On May 15, 1884, the Company applied to the Commissioners of Highways of the Town of Flatbush for permission to lay "a cable" under the roadway of Ocean avenue, along the whole length of said avenue within the township of Flatbush. It was stated in this application that the cable was to form a part of one of two cables then being laid for telegraphic transmission between America and Europe, and was to be encased in a metallic tube or pipe not more than three inches in diameter. This application was granted by the Commissioners of Highways on June 11, 1884, on condition that the same be laid near the curb line in a trench about three feet deep and two feet in width, the Company to do the work with speed when once begun and to fill up the trench and leave the avenue in as good and safe condition as it then was, and so maintain it. It was also provided that the work was to be done under the supervision and direction of said Commissioners of Highways.

5. *Former Town of Gravesend.*

Permission to lay "a cable" under the roadway of Ocean avenue for the whole length of said avenue in the Town of Gravesend, granted by the Board of Highway Commissioners of the said Town on June 4, 1884. The conditions of this consent are similar to those contained in the consent granted by the Commissioners of Highways of the Town of Flatbush.

6. *Former Town of Flatlands.*

Permission to lay "a cable" under the roadway of Ocean avenue for the entire length of said avenue in the Town of Flatlands, granted by the Commissioners of Highways of the said Town June 7, 1884. This consent was also granted on conditions similar to those contained in the consent of the Commissioners of Highways of the Town of Flatbush.

The bond required under the resolution of the Common Council of the City of Brooklyn is on file in the Comptroller's office and appears to have been made in the sum of $5,000.

II. What the Proposed Change Means.

From information obtained from both The Commercial Cable Company and the Postal Telegraph-Cable Company, it has been ascertained that the Commercial Company has at the present time two conduits running from its cable office in the Borough of Manhattan to Manhattan Beach, Coney Island. These conduits are laid on the Brooklyn Bridge and through the streets and avenues covered by the consents mentioned above, under which the Company claims permission to maintain the same. It will be noted, however, that except in the Borough of Manhattan, the consents mentioned appear to authorize but one cable or conduit, while the Commercial Company has laid two throughout the entire route. While the Company's right to maintain the additional cable might well be questioned, it must be borne in mind that telegraph companies organized prior to the enactment of the original Greater New York Charter claimed the right to use the streets of the territory now embraced within the limits of the present City, subject only to reasonable regulation and control by the municipal authorities, and although this doctrine has lately been limited to a large extent by the courts, there does not appear to be any opinion directly overruling the same. In any event, it will be noted that while the present application contemplates a change of route of these present existing cables, the same is being applied for by a different corporation, and the granting of the application will involve the necessary abandonment of the greater portion of the present route. The necessity for early action would also appear to forbid at the present time a long drawn out controversy as to this matter, and I will therefore content myself with merely calling the attention of the Board to this situation.

Shortly after the granting of the privilege to lay the cable above mentioned, one David B. Davison, Treasurer of the Commercial Company, and George G. Ward, Secretary of the said Company, in an affidavit sworn to June 25, 1885, gave the following as the length "of said cable" in the present Borough of Brooklyn, and the cost of the same on January 1, 1885, as follows:

	Miles.	Cost.
Brooklyn	3.92	$12,335 41
Flatbush	1.99	4,160 73
Flatlands	1.32	2,759 88
Gravesend	2.93	6,126 10
Total	10.16	$25,382 12

It will be noted that this affidavit refers to "said cable," indicating but one was laid at that time. No information has been obtained as to when the other cable or conduit was laid.

The route now applied for by the Postal Company follows the present route of the conduits of The Commercial Cable Company in the Borough of Brooklyn from a point in Front street at or near Dock street to the plaza at Prospect Park. This is a portion of the present route of the Commercial Company which is to be retained when the new line of the Postal Company is built, and there will be but two additional conduits along this part of the route. For the remainder of the new line, four conduits are to be constructed. The result will be, therefore, that when the new line is completed there will be four conduits throughout the length of the same, in place of the two on the existing route.

The present conduits, I am informed, each contain three cables, there being four cores or wires in each cable, making a total of twenty-four in the two. These twenty-four cores or wires at Manhattan Beach branch into eight cables running to different countries, three cores or wires being used on each cable circuit. At the present time, I am informed, it is not intended to increase the facilities on the new line, as a different type of wire construction is to be used, which will only permit the same amount of operation as at present, but requiring double the amount of duct space. It is stated that this is necessary in order not to render the cost of the new work prohibitive, the estimate for construction as at present planned being $500,000, which includes the relaying of the ocean cables to the new landing and the landing station at Far Rockaway. However, it is admitted that should the Postal Company at any time in the future deem the expense warranted, the facilities afforded by the two additional conduits applied for will enable it to place therein conductors of the type now used, thus doubling its present facilities. The actual situation would therefore appear to be that while the City is asked to give its consent to the laying of additional conduits, partly in order to allow of the transfer of the cable landing from one station to another without unreasonable delay, the Postal Company will use the new route, for the immediate future, with conductors affording but the same facilities as at present, but will be in a position to double those facilities at any time, with the least possible difficulty, and without further application to the municipal authorities. The result is that the City will consent to the laying of *structures* sufficient to allow the doubling of the present operations, and of double the present capacity.

When the construction of the new line is completed and placed in operation there will be about seven miles of the present conduits of The Commercial Cable Company between the plaza at Prospect Park and Manhattan Beach which will be abandoned for present purposes. This portion is shown more clearly on the map accompanying the application, attached to this report. Their proper disposal will be discussed under proposed terms and conditions for the form of contract.

To sum up, The Commercial Cable Company now has two conduits running from its cable office at 20 Broad street, Borough of Manhattan, to its cable landing at Manhattan Beach, Borough of Brooklyn. Between these two points the length of said conduits is about 12 miles, of which about 10 miles is wholly within the Borough of Brooklyn. By reason of certain dredging operations to be conducted by the United States Government in connection with the improvement of Jamaica Bay, the cable landing must be moved and the Commercial Company has been notified by the United States Government authorities to do so, it being authorized to locate the same on Far Rockaway Beach, Borough of Queens. For the purpose of making such change the Postal Telegraph-Cable Company has applied to the Board for permission to con-

struct two additional ducts along about 4 miles of the present route and four new ducts between the plaza at Prospect Park to Far Rockaway Beach, a distance of about 18 miles, of which about 4½ miles will be on the conduit lands. While the construction of the additional ducts might allow of the doubling of the present facilities, it is not intended to so double the same in the immediate future, but the Company will be in a position to use the ducts to transmit and receive local telegraph messages between Far Rockaway and other points in the three Boroughs traversed. Upon the completion of the new route there will be about 6½ miles of the present ducts between the plaza at Prospect Park and Manhattan Beach which cannot continue to be used for the purpose originally intended, but may be used for local telegraphic service, an entirely different class of service.

III. Why Application is Made by Postal Company.

Although the new line will to some extent be really a change of route from the present line of The Commercial Cable Company, the application is made by the Postal Company for two reasons:

First—That because of the length of the same it will necessarily have to be a land line proposition; and

Second—Because it is desired to obtain whatever benefits may be held by the Postal Company because of its acceptance of the Post Roads Act.

This is explained in a communication of the Company to this Division, dated December 17, 1910, as follows:

"In regard to the intimation you mention in the Corporation Counsel's opinion that it may be advisable for the City to give the permit to the Commercial Cable Company, I would say that the lengthening of the distance from the cable landing at Far Rockaway to 20 Broad street, New York (being about 22.4 miles, as against about 12.04 miles from the present cable landing at Manhattan Beach to 20 Broad street), probably will necessitate the Postal Telegraph-Cable Company establishing an expensive relay station at Far Rockaway, on account of the high tension vagrant electric currents, which are liable to be encountered all along those 22.4 miles, and that would make a land line proposition to be installed by and for the Postal Telegraph-Cable Company, and the latter Company is not only entitled to the permit under the Post Road Act of Congress, but is the proper Company to which it should run."

The Corporation Counsel, in an opinion dated January 6, 1911, hereinafter referred to, states in this connection:

"I believe under all the circumstances now shown the consent should run to the Postal Telegraph-Cable Company direct and not as a change of route to the Commercial Cable Company."

IV. Opinions of Corporation Counsel

Upon the receipt of the first application of the Postal Telegraph-Cable Company before mentioned, a request was made to the Corporation Counsel as to the nature of the consent applied for, the powers of the City with respect thereto, the procedure to be followed and the conditions which might be imposed. In answer thereto on December 9, 1910, he rendered an opinion, going rather fully into the question involved, and citing various opinions of courts in relation to the powers of companies which had accepted the Post Roads Act. In view of the novelty of the question, several points were not sufficiently clear to allow me to proceed, and I therefore prepared and had submitted a request for a further opinion. This was answered January 6, 1911. These opinions hold:

1. *As to the Nature of the Right Applied For.*

That the precise scope and range of operation of the Post Roads Law within a State cannot be easily defined, but that the Postal Company is required to obtain the consent of the Board not because of the Charter provisions, but because of the interpretation of section 102 of the Transportation Corporations Law in matter of N. Y. Independent Telephone Company (133 App. Div. 645). Further, that the consent of the City now applied for "is not the grant of a new franchise, but the regulation of one already existing," and "does not come within the regulations prescribed by section 73 of the Charter."

2. *As to Discretion in Granting the Same.*

"I am therefore of the opinion that under its franchise from the State and from the United States, the Postal Telegraph-Cable Company *is entitled to and should receive* the consent to the location of its electrical conductors along the route for which application is made."

3. *As to the Form of Granting the Same.*

While it is stated in the first opinion that the consent *might* be granted by resolution, the second opinion states that it should be given after public notice, as required by section 74 of the Charter, in deference to the spirit and intent of sections 72 and 74 that every grant of a franchise *or relating to a franchise* should be made after public notice. Under the circumstances it would be more convenient to follow the usual form and grant this consent in the form of a contract.

4. *As to the Period for which Consent May be Granted.*

No statement is made in regard thereto, and it is therefore presumably a matter for the exercise of the Board's discretion.

5. *As to Procedure to be Followed.*

Public notice should be given under section 74 of the Charter.

6. *As to Conditions Which May be Imposed.*

"* * * the municipality may impose such reasonable conditions and terms in granting its consent to a telegraph company as the circumstances warrant."

—

"Company's application should be granted * * *, subject to such reasonable rules and regulations as the Board of Estimate and Apportionment may impose to safeguard the streets and those lawfully using the same, and that as to the part of the proposed route which will run over public property acquired and owned by the City a rental fixed by the Sinking Fund Commission might be charged for the use of such property."

—

Various suggestions as to the general nature of the conditions which may be imposed are made in these opinions, and are such as are generally inserted in franchise grants relating to the opening of streets, the construction of conduits, the changing of their location, if necessary, the supervision of construction, etc.

7. *As to Compensation.*

The opinion of the United States Supreme Court in St. Louis vs. Western Union Telegraph Co., 148, U. S. 92, 100, is quoted to the effect that when an appropriation of any part of a public highway to an exclusive use is sought by a corporation of the State or even of the United States Government, it is within the competency of the State to exact compensation for this exclusive appropriation.

Further the opinion states that the Board "may impose a fee or charge to defray the expense of * * * supervision or inspection."

—

"The consent as to the conduit lands *and streets owned in fee* by the City should be on such further and additional terms or charges as may be reasonable."

—

"If in safeguarding the streets, supervision or inspection of the construction *and maintenance* of the proposed line is deemed necessary, a fair charge for such inspection might be imposed."

Reference is made to the charges imposed by the old City of New York in grants made to the Western Union Company and The Commercial Cable Company as examples of what were *then* deemed fair and reasonable charges. These grants provided that for each street opened for laying conductors, the companies should pay to the City a sum equal to one cent for each linear foot of such street occupied, and free wires for Police and fire telegraph purposes.

8. *As to Security.*

The Board "may require the Company to give a bond *or pay a deposit* to secure the restoration of the streets and avenues opened for such purpose to the same condition they were in before, and to save the City harmless from any loss or damage caused by such construction."

9. *Generally.*

"It may impose such other reasonable regulations as past experience has shown, as will insure the use of the streets by the public unhampered and unimpeded."

V. Proposed Conditions to Govern Consent.

Shortly after the presentation of the petition now under consideration by the Board, viz., on February 18, 1911, there was prepared and transmitted to the Company a proposed form of contract to govern the consent applied for. While it was recognized that this consent was somewhat different in its nature to the ordinary application for a franchise, I felt it advisable to follow as closely as possible the general form now used by the Board for the granting of rights applied for, in order that the obligations imposed in this instance would be similar to those imposed in franchise grants for the purpose of "regulating" the use of the streets thereunder.

In answer, the Company on February 20, 1911, addressed a communication to this Division stating its objections to various of the provisions contained in the form prepared by this Division and submitting a form eliminating those provisions to which it objected and altering others to meet its own ideas. These omissions and changes were as follows:

(a) *Clauses Originally Objected to.*

1. The form prepared by this Division provided that the conductors consented to should not be used for any other purpose than "as a telegraph line in connection with the cable lines of the Postal Telegraph-Cable system, so-called." This the Company changed to forbid their use "for any other purpose than as authorized by the Charter of the Company or The Commercial Cable Company."
2. A provision limiting the term of the consent was omitted.
3. Provision for yearly payments and provision for continuation of same during term of contract, both omitted.
4. Provision for reversion of property at end of term omitted.
5. Time limit for construction altered.
6. All references to a security fund were omitted.
7. The clause relating to forfeiture of the grant was altered so as to require a double notice to the Company, and by omitting the right to a reversion of the conduits.
8. Provision for penalties for failure to maintain structures in good condition omitted.
9. Section requiring further consent of Board of Commissioners of the Sinking Fund, Bridge Commissioner and other necessary local authorities altered to omit requirement for consent of others than Sinking Fund Commissioners.
10. Section requiring removal of portion of present conduits of Commercial Company to be abandoned for cable purposes, or requiring their transfer to the City, at the option of the Board, changed to require their transfer to the City in consideration of the proposed grant to be made on the conduit lands.

Subsequently, at conferences held with officials of the Company, an agreement was reached with respect to several of the above provisions, as follows:

(b) *Clauses on Which an Agreement was Reached.*

1. That the purposes for which the new line should be used should be "as a telegraph line in itself or (and) in connection with the cable lines of the Postal Telegraph-Commercial Cable system, so-called." This restriction will remove any objection to the use of this line for messenger or other local purposes not embraced within the authority granted by the Post Roads Act.
2. That the term of the consent might be limited. The Company's officials desired a straight term for fifty years, but I believe, in view of the inability to foresee the future, that a term of twenty-five years with the privilege of renewal for a similar period would be sufficient.
3. The provision for reversion of the property to the City at the end of the term to be omitted. The Company asserts a franchise under the United States laws and by virtue of its incorporation in this State, and it claims that the operation of such a provision would be in violation of its rights under those laws, and would result in the disintegration of its system, which extends through the United States. The question here is similar to that which arose in connection with the grant to the Pennsylvania, New York and Long Island Railroad Company, which was intended as a connection with a trunk line railroad outside of the State and where this provision was not inserted.
4. The time limit for the construction of these conduits to be enlarged.
5. The provision for forfeiture of the consent has been altered to remove that portion relating to the reversion of the conduits.
6. The section giving the Board the option of either requiring the removal of that portion of the present conduits to be abandoned for cable purposes, or the transfer of the same to the City, to be changed to require their transfer to the City only. The Company desired this transfer to be stated to be in consideration of the grant to it of the privilege of using the conduit lands. This, however, I deem to be beside the question, and is a matter for decision by the Board of Commissioners of the Sinking Fund. Further, it is apparent from what has already been stated that the grants authorizing the laying of the present cables in the Borough of Brooklyn were made for the purpose of allowing the construction of a line to connect with the Atlantic cables of the Commercial Company, and to be used in connection therewith. The change now being made will necessitate the abandonment of a portion of the line for this purpose, and I conceive that the purpose ceasing, the authority would cease and the ducts or pipes if allowed to remain in the streets or to be used for any other purpose would be but an incumbrance subject to removal at the Company's expense, and this expense, it has been stated, it does not care to undertake.

This leaves the following provisions to which the Company refuses to agree:

(c) *Clauses to Which Company Still Objects.*

1. *An Initial and Yearly Payment.*

The Corporation Counsel, in the opinions above referred to, states that a reasonable or fair charge could be made for supervision and inspection of the construction and maintenance and that additional reasonable charges could be made for the use of the conduit lands and streets owned in fee. With the end in view of fixing on the Company an initial sum for the work and services already rendered by the Corporation Counsel, this Division and the various administrative officers who considered this matter, and an annual sum for inspection of construction and maintenance and for such other expenses anticipated and not anticipated which would be occasioned to the City by the construction and existence of these conduits, I suggested to the Company the following:

1. Initial payment of $10,000.
2. $5,000 per year for the first ten years; $6,000 per year during the second ten years; and $7,500 per year during the remaining term.
3. Such additional sums as should be charged by the other local authorities whose consent is necessary.

These payments were objected to by the Company on various grounds, its legal objection being that the City's only authority to impose the same in any case was under section 73 of the Charter, and as the Corporation Counsel had held that this section did not apply to the present application, there was not power to make these charges. It was then explained that they were not suggested as payments for franchise rights granted, but as reimbursement for charges and expenses which the City will incur by the granting of the application. To this, answer was made that the Company would reimburse the City for any expense upon the presentation of proper vouchers for the same, but as a large part of this expense will be of a nature of which the cost cannot be easily ascertained or reduced to voucher form, it will be seen that this method would be altogether impracticable. An opinion of the Supreme Court of the United States is also cited, wherein a charge for Police inspection was held to be a mere subterfuge for raising revenue and not allowed (Postal Co. v. Taylor, 192, U. S., 64, 72). No such interpretation could be placed on the charges now proposed, as the same would be absurdly small as a "*franchise*" or "*revenue*" charge for the privilege of opening over 18 miles of public streets, and the exclusive appropriation of a portion thereof for a period of 50 years, as well as for the use of a portion of the conduit lands for a distance of about 4½ miles and the use of a portion of the Brooklyn Bridge property.

The Corporation Counsel referred to the charges imposed in 1884 on the Commercial Company and the Western Union Company as examples of what were then deemed fair and reasonable charges. In addition there were found in this office ordinances and contracts of the Cities of Trenton and of Indianapolis, granting privileges to the Postal Company in 1896, in which certain charges were imposed. In Trenton the annual sum of 50 cents for each pole erected and used and $1 for every

mile of wire used by it. It was also to furnish space for the fire and Police telegraph systems. In Indianapolis the Company was to furnish free telegraph service to the amount of $75 annually, free of charge and furnish a bond in the sum of $15,000.

The charges imposed on the Commercial Company and the Western Union Company by the grants in the City of New York, heretofore referred to, have not been paid, and I am informed by the counsel to the Postal Company that those imposed by the City of Trenton were never paid, nor is that Company furnishing the free service required in Indianapolis. This information is but a confession that the Companies involved have not attempted to repay these municipalities such expenses as are necessarily imposed on them by reason of the construction of the structures authorized, viz., for Police protection, inspection of maintenance, alterations in the construction of various structures made necessary or advisable by reason of the presence of those belonging to the Company, etc.

I deem it important that reimbursement be made to the City for all expense occasioned to it by reason of the granting of its consent, and for this purpose recommend the imposition of the charges suggested above. The Company has assumed the attitude that it will refuse to pay any moneys for this consent and will only pay such disbursements of the City for which it receives vouchers, and threatens to litigate the matter if its position is not followed. I believe, however, that the position taken by the Company is unwarranted and that aside from all payments for the right to operate the City should be reimbursed for the expense attendant upon the additional burden the streets will have to bear. The Company has already been placed in a position to save a large amount of money by reason of the fact that the services rendered by the City's administrative officers have resulted in its changing the proposed route from streets and avenues with expensive macadam pavement to others just as easily accessible but paved with inferior and less expensive pavement. This class of service on the part of the City will have to be almost continuously engaged in consideration of the Company's structures as long as they remain in the streets, and the City should certainly be recompensed therefor.

2. A Security Fund.

In the form of contract prepared by this Division to govern the consent of the City, a provision was made for the depositing of a security fund in the sum of $25,000, either in money or securties, as approved by the Comptroller of The City of New York, and the imposition of penalties upon default of the Company to comply with the conditions of the consent or to carry out any orders of the Board made in pursuance thereof. This provision was omitted by the Company in the form of consent prepared by it and was altogether objected to and all the clauses contained in the form prepared by this Division referring to this security fund, either for reimbursement in the event of any expenditures by the City, or for the payment of penalties upon default by it, were eliminated. The Company suggests the joint and several bond of the Postal Telegraph-Cable Company and of The Commercial Cable Company in the penal sum of $25,000 and states that this is the only kind of security required of it in other cities and towns of the United States when such security is at all required. It is to be noted in this connection that although it objects to the depositing of this fund, it does consent to the City doing any repairs or any work which may be necessary by reason of the construction or operation of the conduits for which consent is applied at the expense of the Company, which would leave the City in the position where it would have to bring suit for the cost thereof in the event that the Company refused to pay the same. The depositing of a security fund is the general method taken by the City in recent years to obtain security against breaches of franchise contracts or other agreements relating to the same because of the fact that such a fund affords the City the best security against defaults by the companies authorized to use the streets of the City, enabling it as it does to immediately reimburse itself upon any such defaults; the Company being required to make up the amount of any drafts within a certain time, under the penalty of forfeiture of the contract. This present policy avoids the lawsuit which would otherwise arise were the Company to deposit merely its bond and then contest with the City its liability. In any event the procedure for collection upon a bond is much more difficult than it is in the case where a fund is deposited. The Company's attorney states in a communication to this Division that the Corporation Counsel suggested that "the Company should give *its bond*." While the Corporation Counsel did so state in one portion of the opinion rendered by him, he has also stated therein that the Board "may require the Company to give a bond *or pay a deposit* to secure the restoration of the streets and avenues," etc., as already noted above. It does not appear certain that it was intended in these opinions to limit the City as to this particular provision to either form of security, and it is my belief that it was intended that this matter should be in the discretion of the Board and be subject to its policy. In suggesting the deposit of $25,000 either in money or securities, I am merely following out the policy which had been adopted by the Board in recent years in connection with this particular provision and do not see any reason why this policy should be deviated from in this instance. The Company's opposition to the imposition of penalties upon its failure to comply with the contract is also inconsistent with the policy of the Board of Estimate and Apportionment, and I see no reason why such a provision should not be retained. If, as has been stated by the Company, this work is to be done in a proper manner and that it is its intention to comply with the contract, the provision will, of course, not be in any manner a hardship upon it. It seems from the communications of the Company to this office that it is its belief that should it merely from an oversight fail to comply with the contract that this penalty would be imposed upon it for such oversight. I do not believe that the present Board or any future Board would act in so unreasonable a manner, but in any event, such a clause is used generally in all contracts relating to franchises, and in the matter of the regulation of the construction and operation of the conduits for which consent is now applied for is a provision that I believe as just and reasonable to impose as in other cases of this character. It must be remembered that under this consent the Company will have the right to tear up over 18 miles of streets and the City should be amply protected against any defaults or omissions on its part in so doing, without being subject to the expense and annoyance of having to collect on a bond.

3. Consent of the Commissioner of Bridges.

The Company objects to a provision in the contract requiring the consent of the Commissioner of Bridges or other local authorities having the control and management of any property to be used by it in addition to the consent of the Board of Estimate and Apportionment, except that it consents to obtaining the permission of the Sinking Fund Commissioners to the use of the conduit lands. The provision inserted in the proposed form of contract originally prepared by this Division provided for the obtaining of all these consents and also provided that nothing contained therein should be deemed to authorize the Company to use any of such property for a further or longer term than such Board or officials were authorized to grant, and should be subject to such further conditions and provisions and such payments as might be imposed by such Board or other officials. This provision, the Company, however, in the form of contract prepared by it, shortens to a bare statement that the Company shall obtain the consent of the Board of Commissioners of the Sinking Fund to use the conduit lands. The Commissioner of Bridges, as the successor of the Trustees of the old New York and Brooklyn Bridge, has certain powers over the property of such bridge in addition to his general powers as the administrative officer of the City having charge of such structures. He has the right to construct railroad tracks thereon and authorize the operation of the same and has the right to authorize the use of the structure for pneumatic tubes, wires, etc. This matter has been discussed to some extent in relation to railroad tracks in opinions of the Corporation Counsel rendered to the Board of Estimate and Apportionment, but in the present situation has not been entered into, as at the time this application was referred to the Corporation Counsel for his opinion, the proposed route then to be followed was to go over the Manhattan Bridge, but subsequent events, as already stated, made it necessary or advisable for the Company to change its route to the one now being followed. In the construction of the conduits the Company will have to use certain of the property connected with and forming a part of the Brooklyn Bridge structure, as well as a bulkhead on each side of the East River underneath the said structures, and in view of the fact that the Commissioner of Bridges has certain jurisdiction over this bridge property, in addition to that vested in him in relation to other bridges in the City, it is essential that the consent of the Board be made subject to whatever jurisdiction is vested in him. As the Company must use the bulkheads, it seems to me that the consent is further subject to the jurisdiction of the Dock Commissioner in relation to the same and should be so stated. Any consent granted by the Board to use property of this character should not be for a longer or further term than the local authorities having jurisdiction over the same are authorized to grant. This seems to me to be a reasonable and proper provision, for if the consent of this Board is not sufficient in itself to give the Company a complete right to use any such property, its rights when obtained cannot be for a longer term than the longest any of such officials are authorized to grant if such term should be shorter than that of the other authorities concerned. For these reasons I believe that the section as proposed by this Division should be retained

(d) CONCLUSIONS.

It is my opinion that the security fund and penalty clauses above referred to and discussed should be retained in any consent granted by the City to the Postal Company and that such consent should be subject to the consents of the other authorities in the manner proposed. While I do not believe that further discussion of these provisions is necessary, there is no doubt that the provisions relating to security fund and penalties as herein proposed have been firmly established by the policy of the Board as necessary regulations of the exercise of any franchise in The City of New York, and the necessity for the provision relating to the consents of the other authorities leaves no further room for discussion.

It is also my belief that compensation should be made to the City for such expense as will arise in connection with this matter, for the reasons already stated. As, however, the Company threatens to litigate this question if such a clause is insisted on, this is a matter of policy for decision by the Board. I am, therefore, submitting the proposed form of contract to govern this consent as proposed by this Division, modified in accordance with the agreement reached, but containing the provisions for reimbursement, security fund and penalties to which the Company objects, and would suggest that if the Board believes that the consent should be granted in that form the same be referred to the Corporation Counsel for approval as to form, when it can be approved by the Board and advertised for final public hearing.

Should, however, it be decided by the Board that the clause providing for initial and annual payments be waived, then the Chief Engineer can be directed to cause the preparation of a form containing the provisions to govern the same. The consent in such case, it seems to me, should be in the form of a resolution revocable at will, so that, if any future decision of the courts or any future amendment of the laws change or alter the rights and privileges of the Company, or should the Company in any litigation be held to not have the privileges now claimed by it, there will be no vested right in the Company which would tie the City's hands in their future relations. The City would then be in a position to treat with the Company on such new basis, without being bound by any action now taken.

I am, therefore, submitting, in addition to the form of contract, a form of resolution for adoption directing the preparation of the consent in this form, should the Board decide upon such course. Respectfully,

HARRY P. NICHOLS, Engineer in Charge

SYNOPSIS OF PROVISIONS OF CONTRACT.

Section 1. Grant of consent.

Sec. 2.
First—Limitation of use of conduits.
Second—Term of consent.
Third—Initial and annual charges for reimbursing City for its expenses.
Fourth—Annual charges to continue throughout term.
Fifth—Consent not exclusive.
Sixth—Consent not to be assigned.
Seventh—Time for construction.
Eighth—Construction, etc., under jurisdiction of local authorities.
Ninth—Company to restore pavement, etc.
Tenth—No overhead wires to be constructed.
Eleventh—Company to bear all expense.
Twelfth—Alterations to sewerage and drainage system to be at expense of Company.
Thirteenth—Conduits not to be in hindrance of public works.
Fourteenth—Position of conduits to be charged if street lines are changed
Fifteenth—Conduits, etc., not to be used for illegal purposes.
Sixteenth—Provision for forfeiture.
Seventeenth—Penalties.
Eighteenth—City to assume no liability. Consent subject to consent of lessees of City property.
Nineteenth—Security fund.
Twentieth—Definition of "notice" and "direction."
Twenty-first—Definition of "streets" and "avenues."
Twenty-second—Devolution of powers of local authorities.
Twenty-third—Consent subject to interests of abutting owners.

Sec. 3. Additional consents needed

Sec. 4. Commercial Cable Company to agree to transfer conduits to be abandoned to City.

Sec. 5. Consent subject to Public Service Commission.

Sec. 6. Consent subject to United States Government.

Proposed Form of Contract.

This contract, made and entered into this day of 1911, by and between The City of New York (hereinafter called the City), party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), and the Postal Telegraph-Cable Company, a corporation formed under and pursuant to the Laws of the State of New York (hereinafter called the Company), party of the second part, witnesseth:

Whereas, The Company on or about the tenth day of August, 1883, filed a certificate of incorporation in the office of the Secretary of State as the New England Telegraph Company; and

Whereas, The said New England Telegraph Company on or about July 26, 1884, filed with the Postmaster-General of the United States of America a certificate of acceptance of the restrictions and obligations imposed on telegraph companies by an Act of Congress of the United States, passed July 24, 1866, entitled, "An Act to aid in the construction of telegraph lines and to secure to the government the use of the same for postal, military and other purposes," and by title 65 of the Revised Statutes of the United States; and

Whereas, The said New England Telegraph Company on or about April 20, 1910, assumed the name of Postal Telegraph-Cable Company, by which it is now known, pursuant to an order of the Supreme Court of the State of New York, authorizing it so to do; and

Whereas, The Company has now applied for the consent of the City to the laying of certain underground conduits between the Borough of Manhattan and Far Rockaway Beach, Borough of Queens, which consent, the Board is advised, is required under the provisions of section 102 of the Transportation Corporations Law (chapter 219 of the Laws of 1909); now, therefore, in consideration of the mutual covenants and conditions herein contained, the City and the Company covenant and agree as follows:

Section 1. The City hereby consents to the construction, erection, maintenance and operation by the Company of the following:

1. Two (2) conduits, each not more than three (3) inches inside diameter with the necessary junction boxes, manholes and appurtenances for the purpose of placing cables and conductors therein from a point at the intersection of Dover and Water streets, Borough of Manhattan; through and along Dover street to South street; thence through and along South street to a point situated near the northerly boundary of the property belonging to the City at the foot of Roosevelt street, now leased to the Clyde Steamship Company, and known as Pier (New) 22; thence underneath said property to the easterly extremity of the pier occupied by the Clyde Steamship Company; thence under the East River to a point near the northwestern extremity of the wharf belonging to the City at the foot of the tower of the Brooklyn end of the Brooklyn Bridge; thence beneath said wharf to a point in Water street, Borough of Brooklyn, near the northeastern corner of the aforesaid property; thence through and along Water street to Dock street; thence through and along Dock street to Front street; thence through and along Front street to a point where they will join the route of the present conduits of The Commercial Cable Company; thence through and along Front street to Hudson avenue; thence through and along Hudson avenue to Park avenue; thence through and along Park avenue to Vanderbilt avenue;

thence through and along Vanderbilt avenue to Plaza street; thence along Plaza street to St. Johns place.

Together with the privilege of constructing and maintaining one (1) small cable house on the wharf or pier on each side of the East River for the purpose of connecting the underground land cables with the two cables to be laid under the East River.

2. Four (4) conduits, each not more than three (3) inches inside diameter, with the necessary junction boxes, manholes and appurtenances for the purpose of placing cables and conductors therein, from a point at the intersection of Plaza street and St. Johns place, Borough of Brooklyn; thence through and along St. Johns place to East New York avenue; thence through and along East New York avenue to Liberty avenue; thence through and along Liberty avenue to Linwood street; thence through and along Linwood street to Belmont avenue; thence through and along Belmont avenue to Railroad avenue; thence through and along Railroad avenue to Pitkin avenue; thence through and along Pitkin avenue to the property, formerly of the Brooklyn City Water Works, now known as the conduit lands (Conduit avenue); thence through and along the said conduit lands (Conduit avenue) to the boundary line between the Boroughs of Brooklyn and Queens; thence continuing along the conduit lands (about 4½ miles) to the point of intersection of the said conduit lands with the Rockaway turnpike; thence through and along the Rockaway turnpike to the boundary line between the City of New York and the County of Nassau.

Also beginning at the intersection of Central avenue and McNeil avenue, Far Rockaway, Borough of Queens; thence through and along McNeil avenue to Broadway; thence through and along Broadway to its intersection with Oak street, Rockaway turnpike and Jarvis lane; thence through and along Jarvis lane to a point where it joins or intersects Grand View avenue; thence through and along Grand View avenue and in a line therewith to the beach at Far Rockaway, there to connect with the ocean cables of The Commercial Cable Company, which are to be brought to a land connection at this point.

All as shown on a map or plan entitled, "Map or plan to accompany the petition of the Postal Telegraph-Cable Company, dated February 4, 1911, to the Board of Estimate and Apportionment, for permission to construct conduits and draw cables therein from a point at the intersection of Dover and Water streets, Borough of Manhattan, through the Boroughs of Brooklyn and Queens to the beach at Far Rockaway, as more specifically set forth in the petition of the Company," and signed by C. C. Adams, as Vice-President, a copy of which is attached hereto, and is to be deemed a part of this contract.

Section 2. The consent hereby given is in consideration of and subject to the following provisions and conditions:

First—This contract is entered into on the mutual and express understanding and agreement by and between the parties hereto that the Company will not use the said conduits or conductors for which consent is hereby granted for any other purpose than as a telegraph line in itself or (and) in connection with the cable lines of the Postal Telegraph-Commercial Cable system, so-called.

Second—The said consent to construct, maintain and operate said conduits and their appurtenances shall continue and extend for the term of twenty-five (25) years from the date upon which this contract is signed by the Mayor with the privilege of renewal of said consent for the further period of twenty-five (25) years upon a fair readjustment of the annual charges for administrative expenses in connection with the laying and maintenance of these conduits, but it shall not in any event extend beyond the corporate existence of the Company or any extension thereof.

If the Company shall determine to exercise its privilege of renewal it shall make application to the Board or any authority which shall be authorized by law to act for the City in place of the Board. Such application shall be made at any time not earlier than two (2) years and not later than one (1) year before the expiration of the original term of this contract. The determination of the annual charges shall be sufficient if agreed to in writing by the Company and the Board, but in no case shall the said annual payments to the City be fixed at a less amount than the sum required to be paid during the last year prior to the termination of the original term of this contract. If the Company and the Board shall not reach such agreement on or before the day one (1) year before the expiration of the original term of this contract, then the annual charges for such succeeding twenty-five (25) years shall be reasonable for the purpose required, and either the City, by the Board, or the Company shall be bound upon request of the other to enter into a written agreement with each other fixing the amount of such annual charges at such amount as shall be reasonable, but in no case shall the annual charges so fixed be less than the sum required to be paid for the last year prior to the termination of the original term of this contract, and if the parties shall not forthwith agree upon said annual charges, then the parties shall enter into a written agreement fixing the same at such amount as shall be determined by three disinterested freeholders selected in the following manner:

One disinterested freeholder shall be chosen by the Board; one disinterested freeholder shall be chosen by the Company; these two shall choose a third disinterested freeholder, and the three so chosen shall fix the annual charges aforesaid. Such freeholders shall be chosen at least six months prior to the expiration of this original contract, and their report shall be filed with the Board within three (3) months after they are chosen. The annual charges so ascertained, fixed and determined shall be conclusive upon both parties, but no annual sum shall in any event be less than the sum required to be paid for the last year of the original term of this contract.

If in any case the annual charge shall not be fixed prior to the termination of the original term of this contract, then the Company shall pay the annual charge theretofore prevailing until the new charge shall be determined, and shall then make up to the City the amount of any excess of the annual charge then determined over the previous annual charge.

The compensation and expenses of the said appraisers shall be borne jointly by the City and the Company, each paying one-half thereof.

Third—The Company shall pay to the City the following sums of money:

(a) For the expense to the City of the examination of the application of the Company and all work incidental thereto, the sum of ten thousand dollars ($10,000) within thirty (30) days after the date on which this contract is signed by the Mayor.

(b) For the necessary administrative expense of inspection of the construction, maintenance and operation of the conduits and conductors and such other incidental matters as may arise by reason of their construction, maintenance and operation under this consent.

1. During the first term of ten (10) years of this contract the annual sum of five thousand dollars ($5,000).

2. During the second term of ten (10) years of this contract the annual sum of six thousand dollars ($6,000).

3. During the remaining term of five (5) years of this contract the annual sum of seven thousand five hundred dollars ($7,500).

(c) Such additional sums as may be charged or imposed by the Board of Commissioners of the Sinking Fund, the Bridge Commissioner and any other local authority having the care and management of public property to be used by the Company in connection with the above mentioned conduits and their appurtenances.

The annual payments shall commence from the date upon which this contract is signed by the Mayor.

All annual payments, as above, shall be paid into the treasury of the City on December 1 of each year, and shall be for the amount due to October 31 next preceding. Provided, that the first annual payment shall be only for that proportion of the first annual charge as the time between the date upon which this contract is signed by the Mayor and October 31 following shall bear to the whole of one year.

Any and all payments to be made by the terms of this contract to the City by the Company, shall not be considered in any manner in the nature of a tax, but such payments shall be made in addition to any and all taxes of whatsoever kind or description, now or hereafter required to be paid by any ordinance of the City, or resolution of the Board, or any law of the State of New York.

Fourth—The annual charges shall continue throughout the whole term of this contract whether original or renewal, notwithstanding any clause in any statute or in the charter of any other company, and no assignment, lease or sublease of the consent hereby granted whether original or renewal or of any part thereof or of any of the route mentioned herein or of any part thereof, shall be valid or effectual for any purpose unless the said assignment, lease or sublease shall contain a covenant on the part of the assignee or lessee that the same is subject to all the conditions of this contract; and that the assignee or lessee assumes and will be bound by all of said conditions and especially said conditions as to payments anything in any statute or in the charter of said assignee or lessee to the contrary notwithstanding, and that the said assignee or lessee waives any more favorable conditions created by said statute or its charter, and that it will not claim by reason thereof or otherwise, exemption from liability to perform each and all of the conditions in this contract.

Fifth—Nothing in this contract shall be deemed to affect in any way the right of the City to grant to any individual or other corporation a similar right or privilege upon the same or other terms and conditions, over or through the same route, hereinbefore described, or any portion thereof.

Sixth—The consent hereby granted shall not be assigned, either in whole or in part, or leased or sublet in any manner, nor shall the title thereto, or right, interest or property therein, pass to or vest in any other person or corporation whatsoever, either by the act of the Company, or by operation of law, whether under the provisions of the statutes relating to the consolidation or merger of corporations or otherwise, without the consent of the City, acting by the Board, evidenced by an instrument under seal, anything herein contained to the contrary thereof in anywise notwithstanding, and the granting, giving or waiving of any one or more of such consents shall not render unnecessary any subsequent consent or consents.

Seventh—The Company shall commence construction of the conduits herein consented to within six (6) months from the date upon which this contract is signed by the Mayor and complete the construction of the same, and have the necessary cables and conductors drawn into the same and commence operation within two (2) years thereafter, otherwise this consent shall cease and determine, and all moneys paid or which may be deposited with the Comptroller of the City as hereinafter provided shall thereupon be forfeited to the City; provided that the period for commencement and the period for completion, here specified, may be extended by the Board, but the total extensions of time for either of such periods shall not exceed in the aggregate six (6) months; and provided, further, that when the commencement or completion of said construction shall be prevented by legal proceedings in any court or by works of public improvements, or from other causes not within control of the Company, the time for the commencement or completion of such construction may be extended for the period of such prevention, but no delay shall be allowed for unless the court proceedings shall be diligently prosecuted by the Company, and provided, further, that in no case shall such delay be deemed to begin until the Company shall have given written notice to the Board of any such court proceedings or other occasion of delay, and deliver to the Board copies of any injunction or other orders, and the papers upon which the same shall have been granted, and unless upon the request of the Board the Company shall, in writing, consent that the Board either in its own name as a party, or in the name of the City as a party, may intervene in any such proceedings.

Eighth—Said conduits shall be constructed, maintained and operated subject to the supervision and control of all the authorities of the City who have jurisdiction in such matters, as provided by the Charter of the City.

No construction upon said conduits shall be commenced until written permits have been obtained from the proper City officials.

In any permits so issued such officials may also impose such conditions, as a condition of the granting of the same, as are necessary for the purpose of protecting any structures in the streets and avenues over which such officials have jurisdiction and the Company shall comply with such conditions.

The electrical equipment to be installed by the Company within the limits of the City, whether the same be upon streets and avenues or upon private property, shall be constructed and maintained under the supervision and control of the Commissioner of Water Supply, Gas and Electricity.

Upon completion of the work the grantee shall furnish to the Presidents of the Boroughs plans of such character as they may direct, showing accurately and distinctly the location, size and type of construction and complete dimensions of the structure installed; also the location and dimensions of all substructures encountered during the progress of the work. The depth below the street surface of the new structures and substructures encountered must be shown; also their location with reference to the nearest curb line and the nearest curb line intersection.

Ninth—The Company, where it has opened any street or avenue for the purpose of laying or repairing the conduits and cables herein consented to, shall properly restore said pavement and maintain the same for a period of one year, all at its own expense. If the Company shall, after five (5) days' notice from either the President of the Borough of Brooklyn or the President of the Borough of Queens, or any other proper City official, neglect to so restore or maintain said pavement, then the said Presidents, or either of them, or such other proper official, shall be authorized to do so at the expense of the Company, and the cost of such restoration and maintenance shall be a proper charge against and may be deducted from the security fund hereinafter provided for. No street or avenue which shall be opened for the purpose of this construction or for any repairs subsequent to the completion of such construction shall be kept open for a longer period than the local authorities may prescribe, or where no period is prescribed, not longer than is reasonably necessary.

Tenth—The Company shall not construct any overhead wires, conductors or cables or erect any poles upon or along the route for which consent is herein granted, or any part of the same, and it is distinctly understood and agreed that such conduits and cables, and every portion thereof shall be placed and constructed underneath the surface of the streets and avenues and other public places and property on such route.

Eleventh—It is a condition of this contract that the Company shall bear the entire expense of all work undertaken under the consent granted.

Twelfth—Any alteration to the sewerage or drainage systems or to any other subsurface or to any surface structures in the streets, required on account of the construction or operation of the conduits, shall be made at the sole cost of the Company, and in such manner as the proper City officials may prescribe.

Thirteenth—It is agreed that the consent hereby granted to construct and operate these conduits and conductors shall not be in preference or in hindrance to public work of the City, and should the said conduits and conductors in any way interfere with the construction of public works in the streets and avenues, whether the same is done by the City directly or by a contractor for the City, the Company shall, at its own expense, protect or move the conduits, conductors and appurtenances in the manner directed by the City officials having jurisdiction over such public work.

Fourteenth—Should the grades or lines of the streets and avenues in which the conduits are laid be changed at any time after the same have been constructed and during the term of this contract, the Company shall at its own expense, change said conduits and appurtenances to conform with such new grades and lines, and during the construction of any public improvement upon said streets and avenues, the Company shall take care of and protect the conduits and appurtenances at its own expense, all to be done subject to the direction of the City official having jurisdiction over the construction of such change.

Fifteenth—the wires, cables, conductors and conduits to be laid shall be employed for no other purpose than that explicitly set forth herein, except by consent of the Board, and the Company binds itself not to lay, use, lease or operate the said wires, cables, conductors and conduits for illegal purposes or to illegal places.

Sixteenth—In case of any violation or breach or failure to comply with any of the provisions herein contained, this contract may be forfeited by a suit brought by the Corporation Counsel, on notice of ten (10) days to the Company, or at the option of the Board by resolution of said Board. Provided, however, that such action by the Board shall not be taken until the Board shall give notice to the Company to appear before it on a certain day not less than ten (10) days after the date of such notice, to show cause why such resolution declaring the contract forfeited should not be adopted. In case the Company fails to appear, action may be taken by the Board forthwith.

Seventeenth—If the Company shall fail to maintain its structures and equipment as herein provided in good condition throughout the whole term of this contract, the Board may give notice to the Company specifying any default on the part of the Company, and requiring the Company to remedy the same within a reasonable time; and upon failure of the Company to remedy such default within a reasonable time, the Company shall, for each day thereafter during which the default or defect remains, pay to the City the sum of two hundred and fifty dollars ($250) as fixed or liquidated damages, or the Board, in case such structures or equipment which may affect the surface of the streets shall not be put in good condition within a reasonable time after notice by the Board as aforesaid, shall have the right to make all needed repairs at the expense of the Company, in which case the Company shall pay to the City the amount of the cost of such repairs, with legal interest thereon, all of which sums may be deducted from the fund hereinafter provided for.

Eighteenth—The Company shall assume all liability to persons or property by reason of the construction or operation of the conduits to be laid, and it is a condition of this contract that the City shall assume no liability whatsoever to either persons or property on account of the same, and the Company hereby agrees to repay to the City any damage which the City shall be compelled to pay by reason of any acts or default of the Company.

The Company shall not, without the permission and consent of the lessee, enter into or use any wharves or piers or other public property affected by this contract, but which is leased by the City to any person or corporation.

Nineteenth—This consent is upon the express condition that the Company within thirty (30) days after the signing of this contract by the Mayor and before anything is done in exercise of the same, shall deposit with the Comptroller of the City the sum of twenty-five thousand dollars ($25,000) either in money or securities to be approved by him, which fund shall be security for the performance by the Company of all the terms and conditions of this contract and compliance with all orders of the Board acting under the powers herein reserved, especially those which relate to the initial and annual payments, the repairs of street pavement, the quality of construction of the conduits, and the maintenance of the property in good condition throughout the whole term of this contract, and in case of default in the performance by the Company of such terms and conditions or compliance with such orders or either or any of them, the City shall have the right to cause the work to be done and the materials to be furnished for the performance thereof after due notice, and shall collect the reasonable cost thereof from the said fund without legal proceeding or after default in the payment of the annual charges shall collect the same with interest from the said fund after ten (10) days' notice to the Company.

The procedure for the imposition and collection of the penalties in this contract shall be as follows:

The Board on complaint made shall give notice to the Company directing its president or other officer to appear before the Board on a certain day not less than ten (10) days after the date of such notice to show cause why the Company should not be penalized in accordance with the foregoing provisions. If the Company fails to make an appearance or after a hearing appears in the judgment of the Board to be in fault, said Board shall forthwith impose the prescribed penalty, or where the amount of the penalty is not prescribed herein, such amount as appears to the Board to be just and without legal procedure direct the Comptroller to withdraw the amount of such penalty from the security fund deposited with him. In case of any drafts made upon the security fund, the Company shall upon ten (10) days' notice pay to the City a sum sufficient to restore said security fund to the original amount of twenty-five thousand dollars ($25,000), and in default thereof, this contract shall be cancelled and annulled at the option of the Board, acting in behalf of the City. No action or proceeding or right under the provisions of this contract shall affect any other legal rights, remedies or causes of action belonging to the City.

Twentieth—The words "notice" or "direction," wherever used in this contract, shall be deemed to mean a written notice or direction. Every such notice or direction to be served upon the Company shall be delivered at such office in the City as shall have been designated by the Company, or if no such office shall have been designated, or if such designation shall have for any reason become inoperative, shall be mailed in the City, postage prepaid, addressed to the Company at the City. Delivery or mailing of such notice or direction as and when above provided shall be equivalent to direct personal notice or direction, and shall be deemed to have been given at the time of delivery or mailing.

Twenty-first—The words "streets or avenues" and "streets and avenues" wherever used in this contract shall be deemed to mean "streets, avenues, highways, boulevards, concourses, driveways, bridges, tunnels, parks, parkways, waterways, docks, bulkheads, wharves, piers or public grounds or waters," the City Aqueduct or Conduit Lands within and belonging to the City and any other property to which the City has title or over which the public has an easement, encountered in the route hereinabove described, and through or in which this contract shall operate.

Twenty-second—If at any time the powers of the Board or any other of the authorities herein mentioned or intended to be mentioned, shall be transferred by law to any other board, authority, officer or officers, then and in such case such other board, authority, officer or officers, shall have all the powers, rights, and duties herein reserved to or prescribed for the Board or other authorities, officer or officers.

Twenty-third—The grant of this privilege is subject to whatever, right, title or interest the owners of abutting property or others may have in and to the streets and avenues affected by this consent.

Section 3. Nothing contained herein shall be deemed to authorize the Company to use the land, formerly of the Brooklyn City Water Works, now generally known as the Conduit Lands or the City Aqueduct, without the consent of the Board of Commissioners of the Sinking Fund first had and obtained in the manner and in accordance with the procedure for such consent required by "The Greater New York Charter," nor to use any piers, wharves or other water-front property of the City, without the further consent of the Commissioner of Bridges or other local authorities having control and management of the same. And nothing contained herein shall be deemed nor is anything contained herein intended or to be construed as giving to the said Postal Telegraph-Cable Company the consent of this Board, under its authority conferred by "The Greater New York Charter," to the use of the said Conduit Lands for a further or longer term than the Board of Commissioners of the Sinking Fund is authorized to grant either by permission or lease or otherwise, or to the use of any other property of the City as above for a longer period than the local authority or authorities having the control and management of the same are empowered to authorize. And the said right to use the said Conduit Lands and other City property shall be subject to such conditions and provisions as may be imposed by the Board of Commissioners of the Sinking Fund or the local authority or authorities having the control and management thereof, in addition to those imposed by this contract, and the Company shall pay for the right to use the same, such compensation as the said Board of Commissioners of the Sinking Fund and the other local authority or authorities shall impose, as hereinbefore provided for.

Section 4. This contract shall not take effect nor shall the Postal Telegraph-Cable Company exercise its privilege of constructing the underground conduits for which consent is herein granted, unless and until The Commercial Cable Company shall execute and file with the Board an instrument under seal, wherein it shall agree in consideration of the grant of the consent given by this contract, to transfer to the City free of all cost and expense that portion of the present conduits, belonging to the said Commercial Company between Plaza street, Borough of Brooklyn, and the cable landing at Manhattan Beach, Coney Island, which is to be abandoned and through which no further operations in connection with the Atlantic cables will be conducted when the conduits hereinbefore referred to are completed and placed in operation, such portion to be so transferred being shown on the map or plan attached hereto. In said instrument The Commercial Cable Company shall agree and bind itself to make such transfer to the City within thirty days after the completion of the conduits herein consented to and the placing of the same in operation.

Section 5. Nothing in this contract shall be construed as in any way limiting the present or future jurisdiction of the Public Service Commission under the laws of the State of New York.

Section 6. The consent herein granted is subject to the jurisdiction of the United States of America over navigable streams and waters.

Section 7. The Company promises, covenants and agrees on its part and behalf to conform to and abide by and perform all the terms, conditions and requirements in this contract fixed and contained.

In witness whereof, the party of the first part by its Mayor thereunto duly authorized by the Board of Estimate and Apportionment of said City, has caused the corporate name of said City to be hereunto signed and the corporate seal of said City to be hereunto affixed, and the party of the second part by its officers thereunto duly authorized has caused its corporate name to be hereunto signed and its corporate seal to be hereunto affixed the day and year first above written.

THE CITY OF NEW YORK.
By .....Mayor.

[CORPORATE SEAL.]

Attest:.....City Clerk.

POSTAL TELEGRAPH-CABLE COMPANY.
By..... President.

[CORPORATE SEAL]

Attest: ..... Secretary.

(Here add acknowledgments.)

Form of Resolution.

Resolved, That this Board does hereby direct the Chief Engineer to cause the preparation of a form of resolution for the granting of the consent applied for by the Postal Telegraph-Cable Company, omitting all provisions relating to the initial or annual payment of any sum of money, but containing all the other provisions suggested in the report of the Engineer in Charge of the Division of Franchises, presented this day and revocable at will by the Board; such resolution to be submitted at the meeting of this Board to be held Thursday, April 13, 1911.

William W. Cook, counsel for the Company, appeared on its behalf and presented a form of contract acceptable to the Company.

The matter was then referred to the Franchise Committee.

New York Central and Hudson River Railroad Company.

In the matter of the formulation of a plan for the future operation of trains along the west side of the City.

At the meeting of June 24, 1910, this matter was referred to a Committee consisting of the President of the Board of Aldermen, the Comptroller, the President of the Borough of Manhattan and the Commissioner of Docks.

At the meeting of February 2, 1911, a communication was received from the Commissioner of Docks, transmitting certain reports relative to transportation conditions, terminals and an elevated freight railroad. The matter was then laid over until the meeting of March 2, 1911, awaiting the report of the Committee of the Board, and on that date the matter was laid over until March 16, 1911, when action was deferred until this day.

The Secretary presented the following:

New York, March 27, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—Your Committee appointed by resolution of this Board adopted on the 24th day of June, 1910, to consider and report upon an engineering plan for the elimination of the surface tracks of the New York Central Railroad on the west side of Manhattan, south of 60th street, submits the following preliminary and partial report:

Pursuant to the resolution of this Board, your Committee appointed as a subcommittee of engineers: Mr. E. P. Goodrich, Consulting Engineer of the Borough of Manhattan; Mr. Harry P. Nichols, Engineer in Charge of the Bureau of Franchises of the Board of Estimate, and Mr. Ernest C. Moore, a Consulting Engineer retained by the Committee for the purpose of this inquiry.

The latter committee was instructed to make a study of the West Side situation and to devise an engineering plan for the elimination of the New York Central surface tracks south of 60th street. It was directed to give especial consideration to the report of the Dock Commissioner, submitted to the Mayor last July, and to the plan for an elevated railroad suggested therein.

Your Committee also pointed out to the engineers that in devising the engineering plan requested, it would probably be necessary for them to take into consideration the entire problem of the west side waterfront accommodations for marine and rail commerce.

When this matter was committed to the engineering sub-committee it was believed that a report could be rendered to the Board of Estimate in the month of October. The problem, however, proved so large and complex, and the data necessary to an authoritative judgment by the engineers so extensive and so difficult to procure, that a much longer time has elapsed in the preparation of the engineers' report than was contemplated. Your Committee feels, however, that the time has not been ill spent, inasmuch as the report now submitted is sustained by very full and accurate data and is the result of a careful and exhaustive analysis of the whole West Side situation and of all solutions suggested therefor, up to the present time.

Two reports have been submitted by the Committee of Engineers—a majority report signed by Mr. Goodrich and Mr. Nichols, and a minority report signed by Mr. Moore. Both reports have been studied by your Committee with great care and in detail.

Your Committee desires to remind the Board that the immediate problem committed to it was that of the removal of the New York Central tracks from the west side of Manhattan, south of 60th street. The Engineers' Committee submits such a plan. It suggests both what is proposed as a permanent solution of this problem, and also a plan for the immediate removal of the New York Central tracks in the nature of a temporary expedient, but possessing this great practical advantage that it is possible of consummation within a period of six months from the time of its adoption. While this portion of the plan of the majority report is, as stated, a temporary expedient only, your Committee points out that it harmonizes with the ultimate general solution offered, and will provide for the handling of the business of the New York Central Railroad, without serious detriment or inconvenience to the shippers and consumers of New York, and with the least possible use of city streets during the development and completion of the ultimate plan herein recommended, or with any other plan which has been proposed. It does, however, dispose of 80 per cent. of the surface tracks, and practically at once.

Briefly, the conclusions of the Engineers' Committee, in which this Committee fully concurs, are as follows:

1. An elevated railroad along the waterfront, from 60th street to the Battery, for the common use of all of the railroads, is not now required.

2. An elevated railroad along the water front from 60th street to Canal street, for the exclusive use of the New York Central Railroad, is not warranted by the traffic reasonably to be expected.

3. An elevated railroad for freight purposes should not be constructed on Manhattan Island except as a last resort and when all other methods have failed to give necessary relief.

4. In any final scheme it would be desirable that the New York Central Railroad should have direct rail connection between its 60th street yards and its 30th street yards.

5. The West Side freight situation on Manhattan Island may be divided into three zones:

(*a*) The district north of 60th street which affects the New York Central lines alone.

(*b*) The district between 60th street and 30th street, in which it is possible to treat the New York Central separately from all other roads.

(*c*) The district south of 30th street, where any plan should provide for access by all railroads now having terminals upon the North River.

6. For the district lying between 60th street and Spuyten Duyvil, the plan heretofore proposed by the New York Central of eliminating grade crossings by carrying city streets over its tracks at their present grade, except between West 129th and West 138th streets, where the grade of the railroad should be raised and the same carried on a viaduct, is, generally speaking, the plan that should be approved and required by the City.

7. For the district lying between 60th and 30th streets, a four to six-track subway under 11th avenue should be built by the New York Central Railroad for its own use.

8. For the district south of 30th street, further continuous rail operation by the New York Central is not warranted by the present traffic of that road, by the business needs of the lower City or by the reasonable expectations of the future. For this district the committee suggests the use of a so-called unit water terminals, to consist of twin float bridges connected with a double-decked pier, on which cars shall be landed at the water level and raised on a ramp to the second story, and from which they shall be led on a bridge at right angles across West street to terminal warehouse buildings and terminal yards to be located on the east side of West street. The Engineers' Committee estimates that nine such unit water terminals, each requiring but one pier such as is now used by the railroads, will be sufficient to handle the combined business of all the railroads at present carrying freight to and from the west side of Manhattan Island south of 30th street. As there are now approximately twenty-four piers used for railroad purposes south of 30th street, it follows that the adoption of this plan would ultimately release a large amount of waterfront to marine commerce, a result earnestly desired by the Dock Commissioner.

The Engineers' Committee also estimates that by the use of the proposed unit terminals, either separately or in some cases jointly, a material saving in cost over present operation will be secured by the companies, and congestion of street traffic adjacent to the waterfront will be obviated.

The Engineers' Committee has submitted so full and clear a description of the proposed unit terminals, and has supported by such complete cost data its contention that an operation into such unit terminals will be more economical for the railroads

than operation over the elevated structure to 30th street and thence by water, that your Committee feels that it may merely refer to the report of the engineers in this connection. A full analysis of the entire problem presented is contained in that report, together with all of the facts and arguments from which the above conclusions have been drawn.

The minority report recommends an elevated railroad for the New York Central between the 30th and 60th street yards, with an ultimate extension of the railroad along the waterfront to the Battery. The report is argumentative merely and is not supported by facts, by data of construction cost, or of cost of operation or of maintenance.

After full consideration of the reports and after consultation with all of the engineers, your Committee is convinced that the report of the majority contains a solution of this problem which is practicable and reasonable, and which is the best yet offered. Your Committee has adopted this majority report and now submits it to the Board for its consideration.

Your Committee recommends to the Board that the plan submitted by the engineers be now adopted by The City of New York and that steps be taken to secure the co-operation of the New York Central and all the other railroads, to the end that such plan may be put into practical operation with the least possible delay.

Your Committee further suggests that the following steps be taken immediately in order to advance the plan if approved by this Board:

Recommendations.

1. That the Board request the New York Central Railroad to submit within 30 days, its acceptance of the specific plans outlined in the Engineers' report, either in whole or in part, and in case it cannot accept all, to indicate what it proposes as a substitute for any part objected to.

To accompany any acceptance of a part or the whole of such plan with petitions necessary for:

(a) Land to be acquired by it from the City.

(b) Additional franchises or new franchises which may be required.

2. That the New York Central be requested to accept, in any event, the plan of temporary operation outlined in the report and to remove its present tracks at once from the streets south of 60th street, such removal to be without prejudice to either the Company or the City.

3. That in view of the recent decision of the Appellate Division of the Supreme Court, indicating that the proper method of testing the validity of the present rights of the New York Central Railroad to operate in the City streets lies in a proceeding brought on behalf of the State, this Board immediately apply to the Attorney-General to institute an action on behalf of the people of the State to declare the rights of the Hudson River Railroad Company null and void, upon the grounds set forth by the City in the present action of the New York Central and Hudson River Railroad Company against the City.

4. That the Board cause to be introduced in the Legislature a bill for the annulment of so much of the Charter Rights granted to the Hudson River Railroad Company as extend south of 60th street in the City of New York.

5. That the Board request the other railroads whose terminals are affected by this report to confer with each other and with this Committee, with a view to adopting a practical plan of procedure looking to their acceptance of the unit terminal plan, and to submit their conclusions to this Board, either jointly or separately, within ninety days, or at such time to advise the Board of the progress made toward a solution of the problem.

6. That the Board request the same railroads to appoint a committee to confer with this Committee or such sub-committee of engineers as it may nominate, with a view to securing more economical, intensive and efficient use of the waterfront by the railroads and a reduction in amount of space now occupied by them.

We regret to state that the Dock Commissioner is unable to join in the above recommendations and will submit his views in a separate communication.

Resolutions are herewith submitted which, if adopted, will put into effect the foregoing recommendations. Respectfully,

JOHN PURROY MITCHEL, President, Board of Aldermen; WM. A. PRENDERGAST, Comptroller; GEORGE McANENY, President, Borough of Manhattan.

New York, March 13, 1911.

To the Honorable JOHN PURROY MITCHEL, WILLIAM A. PRENDERGAST and GEORGE McANENY, *composing a Committee of the Board of Estimate and Apportionment,* and Hon. CALVIN TOMKINS, *Commissioner of Docks:*

Gentlemen—The undersigned Engineers, appointed by your Committee to consider the elimination of surface operation by the New York Central and Hudson River Railroad Company in the streets upon the west side of the Borough of Manhattan, and to propose a substitute plan or plans for the abolishment of such operation by that Company for itself alone or in connection with other railroad companies having terminals upon Manhattan Island, have carefully examined the subject and also all plans heretofore submitted for a solution of this problem, including the most recent reports of the Commissioner of Docks, and we now beg leave to submit our conclusions as follows:

First—That an elevated railroad along the waterfront for the common use of all railroads from 60th street to the Battery is, in our opinion, not now required.

Second—That an elevated railroad along the waterfront from 60th street south to Canal street for the New York Central Railroad alone is not warranted by the probable traffic.

Third—That an elevated structure for freight purposes on Manhattan Island should not be constructed, except as a last resort when all other methods have failed to give necessary relief.

We now propose a plan which will not require such an elevated structure and which, we believe, will be so flexible as to meet the changed conditions in the future in the most economic manner and with least disadvantage to the City. The plan provides not only for the elimination of the New York Central tracks, but also for an increase in its facilities and those of other railroad companies involving eventually a less use of piers exclusively for railroad purposes. The entire plan may be divided into three parts covering:

(a.) The district north of 60th street which affects the New York Central alone;

(b.) The district between 60th and 30th streets in which the New York Central can also be treated by itself; and

(c.) The district south of 30th street where the plan will provide for all railroads having terminals on the North River.

In the district north of 60th street to Spuyten Duyvil we are of the opinion that the plan as previously proposed by the New York Central Company of eliminating grade crossings by carrying City streets over the tracks at their present grade, except between West 129th and West 138th streets, where the grade of the railroad shall be raised and the same carried on a viaduct, is, generally speaking, the plan that should be adopted and required by the City.

As to the second district, between 60th and 30th streets, we are of the opinion that the tracks of the New York Central Railroad Company on 11th avenue should be placed in a subway for the operation of its trains between the 60th and 30th streets yards, and on the waterfront where the New York Central and one or two other railroads have water terminals with inshore yards, that the tracks connecting such terminals or yards remain for the present at grade. An alternate plan which would dispense with any continuous line of tracks south of 60th street is suggested in our detailed report.

In regard to the district south of 30th street, we are of the opinion that further continuous rail operation by the New York Central is not warranted by the facts and figures which the Committee has had placed before it.

The plan proposed may be briefly described as an improvement upon the present mode of operation by means of float bridges in connection with piers, and providing in each case an inshore terminal to be reached from the waterfront by separate tracks over and across 12th avenue or West street. A full description of a typical terminal, which may be used either as a separate station for each railroad or as a joint terminal for two or more railroads, at any given point, will be found in the detailed report and graphically illustrated by the plates attached thereto.

We believe that the construction of a pier and two float bridges in combination, the building of connecting tracks directly across the intervening street and the erection of a terminal building on the easterly side of the waterfront street will form a freight terminal which will meet the needs of the several railroad companies in a far simpler, more expeditious and economical manner and with far less damage to the interests of the City than by any other means of which we have knowledge.

It was the endeavor of the Committee to secure acquiescence in this whole plan by the New York Central and Hudson River Railroad Company in order that we might present a report which would have its approval. The officials of the railroad, however, have thus far not seen fit to accept it, although they have failed to refute the claims of advantage which your Committee believes it to embody, compared with other plans, notably that of an elevated structure throughout the entire length of Manhattan Island south of 60th street.

On the other hand, your Committee has consulted with officials of other railroads entering the port of New York, and those representing at least two companies have expressed themselves as being favorably impressed by the idea outlined above, and have already given to it considerable study with a view to its development to meet their own future needs. At the same time they have freely expressed themselves as having no interest in a waterfront elevated railroad.

Your Committee therefore feels its suggestion is not impracticable, as asserted by the New York Central. Although the idea is new, its component parts have been in successful operation at many freight terminals.

Aside from all economic considerations your Committee has felt that any defacement of the appearance of the waterfront of the City of New York, which it believes will eventually become one of the attractive features of this City, as instanced by the development at the Chelsea section, is one that should be avoided if possible; and, further, the only reason which can be put forward for the construction of an elevated road, with six or more tracks down the waterfront, being that it is for the development of the commerce of the port of New York, is believed to be nullified because such commerce can be more economically handled by other means or in other localities.

It is submitted (1) that the future welfare of the City and its commercial supremacy are not dependent upon an increase of certain classes of freight, including the storage and handling of heavy and bulky manufactured articles, within the Borough of Manhattan, necessitating enormous freight traffic over its streets and practically the building of a continuous freight yard 200 feet in width, from the Battery to 60th street, with its attendant noise, inconvenience and unsightly structure; but rather that heavy traffic should be kept away from Manhattan Island and more intensified use made of the limited amount of real estate upon the island for purposes not requiring such facilities; (2) that the facilities in the other boroughs of the City, which now contain large amounts of unoccupied, undeveloped land and huge lengths of waterfront, be so developed as to take this class of business to a position where it can be handled with less expense and to greater advantage; (3) that it is better for the welfare of the City that the railroads should be given a proper share of the waterfront under such economic conditions that the merchants of the City can secure the cheapest and most expeditious methods possible of handling freight, both inbound and outgoing, without the necessity on the part of the railroads of unnecessarily long water and rail hauls or of a further alternative of entire surrender of all Manhattan freight stations because the conditions imposed make them unduly expensive to maintain, thereby forcing merchants to truck all merchandise by ferry to Jersey stations; and (4) that if the railroads are to be allowed a share of the water frontage, the distribution should be such as to minimize river, rail and street congestion, and maintain each at the lowest possible quantity and cost.

The detailed report, containing a full statement of present conditions, the objects to be attained, the study made by the Committee and our conclusions and recommendations in full, together with several appendices, maps and plates illustrating the same, is transmitted herewith.

All of which is respectfully submitted.

E. P. GOODRICH, Consulting Engineer, Borough of Manhattan; HARRY P. NICHOLS, Engineer in Charge, Division of Franchises, Board of Estimate and Apportionment.

P. S.—Mr. Ernest C. Moore, the third member of the Committee, being unable to subscribe to the above report, submits his views in a separate communication.

DETAILED REPORT OF THE COMMITTEE.

I. APPOINTMENT OF COMMITTEE.

The question of the continued operation by the New York Central and Hudson River Railroad Company of freight cars by steam power upon the surface of the streets south of 60th street on the west side of the Borough of Manhattan was considered by the Board of Estimate and Apportionment in June, 1910, and a committee of three members of the Board, with which was associated the Dock Commissioner, was appointed to devise a plan for the operation by said company elsewhere than on the surface of the streets. The committee was empowered to appoint a subcommittee of engineers "to inquire into the problems of engineering and the cost involved in the change from the present method of operation to one ensuring safety and convenience."

On July 5, three engineers were so appointed and their letters of instruction requested a report with plan or plans for (a) the elimination of surface operation, (b) the relative advantages of subway and elevated structures, (c) the question of cost, (d) the requirements of commerce, and (e) all related questions existing.

They were directed to confer with the officials of the New York Central and to familiarize themselves with the physical plans proposed by that Company, but "not for the purpose of discussing ways and means, relative rights and duties, or the financial problem." They were also to give careful consideration to the plans of the Department of Docks then under way, and it was suggested that it might be necessary to deal with the entire question of the water and rail terminal facilities of the west side of Manhattan Island, while attempting to solve the New York Central problem. Copy of letter of appointment of the engineers, embodying the resolution of the Board of Estimate and Apportionment of June 24, 1910, and the instructions to the subcommittee will be found in Appendix A attached.

II. STATEMENT OF PRESENT CONDITIONS.

(A) *New York Central Railroad.*

(1) Routes in Manhattan—The route of the former Hudson River Railroad, now operated by the New York Central Railroad, enters the Borough of Manhattan at the extreme northerly limit of Manhattan Island by a drawbridge over the Harlem River (Harlem Ship Canal) and traverses the east bank of the Hudson River to 60th street, where it deflects slightly to the east and thence operates upon the surface of City streets to a terminal in the vicinity of Hudson and Beach streets. Several yards, spurs and sidings exist at different points along the route, requiring trackage in addition to the main line of the railroad. The route which is primarily objectionable is upon about four miles of City streets, and in addition there are certain grade crossings of streets leading to the waterfront which should be eliminated.

A full description of the several routes of the Company will be found in Appendix B.

The continuity of the private right of way and the number of tracks laid thereon is not entirely free from doubt as to the right of the Company to maintain and operate the same.

The routes of the railroad in the Borough of Manhattan are shown graphically on Plate 1.

Plate 2 shows the trackage upon the streets, including switches and turnouts, the freight yards above mentioned and the inshore and water front terminals now operated by the Company.

Appendix C describes all such sidings, turnouts and other connections which have been and now are being operated throughout the portion of the road on the west side of Manhattan Island below 60th street. It is to be noted that with one exception, the sidings may be included within relatively small zones, namely, those at the St. Johns Park terminal, those in the vicinity of West Washington market, and those within three blocks each of the 30th and 60th street terminal yards.

As shown in Appendix C, records exist with regard to the granting of only 27 spurs, sidings or turnouts, of which 14 are at present non-existent. There are but 16 spurs connecting mercantile establishments upon the entire distance of four miles between 60th street and St. Johns park, passing 123 City blocks. Only three spurs connect with piers between Little West 12th street and Canal street, where the railroad is on West street adjacent to the waterfront, out of a total of 21 piers with which connections might have been made, and even these 3 are seldom used. Attention is called to the dates of the several grants so that it may be noted that relatively small use has ever been made, for one reason or another, of the possibilities which have

existed continuously for the past 50 years of securing track connections with either piers or buildings. It would seem that if a real or great demand had ever existed, more establishments would have ignored the deterrent possibilities involved, and would have reaped the obvious benefits which have been secured by a few enterprising companies.

A comparison between the dates of the several agitations which have been made for the removal of the tracks, and those in which permits were issued for connections to private property over spurs or sidings, shows that practically all of the existing connections have been installed since the track removal agitation has been active, and in the face of it. Under the circumstances it would seem as if the feeling against surface operation had been but a small deterrent to the use of sidings, if any deterrent at all.

(2) Pier Occupancy as Freight Stations—In connection with the 60th Street Yard, the Company has 6 piers and 3 float bridges and in addition operates 10 piers with bulkheads below 60th street, held under leases from the City or private owners. Details of the location, leasehold, yearly rental, etc., are shown in Appendix D. For the transportation of freight to and from these piers the Railroad Company operates a large floating equipment. Detail of this equipment is to be found in Appendix E.

(3) Brief History of Surface Operation and Efforts Made for Its Elimination—The operation of the surface tracks by this Company in the City has been the subject of much criticism and controversy between the public and the railroad for many years. On the Harlem division, between 135th street and the Grand Central, and on the Spuyten Duyvil and Port Morris branch, surface operation and grade crossings have been abolished. The elimination of the tracks on the West Side has been studied by various City officials, by technical and commercial bodies, and the technical and popular press for many years. In Appendix F is to be found a list of the principal reports which have been made, and which have been examined by the Committee.

Conditions were such in 1906 that an appeal was made to the Legislature for the abolition of the tracks, which resulted in the passage of the so-called "Saxe law" chapter 109, Laws of 1906. Later, the law was declared defective and void, but the following statement taken from the report, dated March 8, 1909, of the Public Service Commission for the 1st District to the Assembly, shows that substitution of a subway for the tracks at grade upon a part of the line was considered feasible by the Company.

"The New York Central Railroad Company has been willing to build at its own expense a freight subway from 59th street to 30th street, but only on the condition that it should have a franchise for 4 extra freight tracks from Spuyten Duyvil Creek to 30th street and the perpetual and exclusive ownership to these rights."

The history of the "Saxe law" and its effects is to be found in the report of the Public Service Commission, transmitted to the Assembly March 8, 1909.

No results having been obtained from this law, on May 28, 1909, the City directed the Borough President of Manhattan to serve notice on the Company to remove its tracks within thirty days, and upon failure of the Company to comply to remove them forthwith. This resulted in the Company bringing an action to restrain the City, which action is still pending, the City having lost in the lower courts.

(4) Tonnage—From the statistics furnished by the New York Central Company, the total tonnage handled annually both by rail and water below 30th street is in excess of one million tons, and is slightly increasing each year, but this is on account of other than carload business, the carload business having decreased annually by a material amount. Only about two-fifths of the tonnage is handled all rail.

(5) Congestion on Streets—The operation of the railroad upon the streets of the City south of 30th street by means of trains of from 4 to 12 cars each, frequently produces interruption to street traffic with consequent congestion, which is especially aggravated in 10th avenue at 30th street, in Canal street, and in Hudson street adjacent to the St. Johns Park terminal. Such congestion and the practical usurpation of a portion of the streets by the Railroad Company is shown by the photographs of actual conditions on Plates 3 and 4.

The Committee believes that the present tonnage now handled by the Company both at 30th street and at St. Johns park is not handled under any rights granted to it by law, the only manner in which such tonnage is handled being by the unlimited use of the streets for storage and switching purposes. In many instances cars are loaded and unloaded while standing in the street.

(6) Perishable Freight Handled by Water Route in Preference to Rail Route—From the statistics of the Company it is found that perishable freight is largely handled at the piers or waterfront stations, being transhipped on the river from the 60th street yard. The conclusion to be reached from this fact is that either the present all-rail operation is not as expeditious as the floating method, or that there exists no real necessity for such haste in handling those commodities as would be obtained by through trains over an elevated structure or through a subway where the present delays would not be experienced. There also exists the further possibility in this connection that the water route nets the Company relatively more profit.

(B) *Steamship Use of New York Central Tracks.*

Of the total number of spurs which now exist in connection with the tracks of the New York Central along West street, three of them connect and are in service with steamship piers. The tonnage carried over these spurs has, however, been insignificant and a difference of opinion exists as to the present and future advisability of tracks on piers, either on the lower deck or on upper floors. The total freight carried over the above-mentioned 3 spurs of the New York Central has seldom aggregated more than 1 per cent. of its total Manhattan tonnage, and even this percentage has largely decreased since the change of location of steamship berths in 1910. On the other hand, our observations show that a very appreciable tonnage is handled by car floats and lighters between the upper yards and ocean-going vessels berthing at the piers on the waterfront, to which piers spurs have never been constructed, although formerly obtainable.

Appendix G gives quotations from the reports of the present Dock Commissioner giving his first proposal, advocating tracks on all piers, and his later opinion that such tracks would probably be of small value.

(C) *Situation of Other Railroad Companies Not Having Rail Connections to Manhattan Island.*

(1) Piers in Use—Between the Battery and 60th street, along the Manhattan shore of the Hudson River, are 95 piers, of which 10, as already stated, are under control of the New York Central, with 30 more controlled by other railroad companies, making a total of 40 piers, or over 40 per cent. of the entire number on the waterfront in the hands of the railroads, exclusive of the numerous ferry slips maintained by them for other service. Between 25th and 38th streets, four railroad companies in addition to the New York Central, maintain inshore terminals connected with float bridges on the waterfront. The several piers and yard terminals are shown on the map, Plate 7. The occupancy, lease and yearly rental of the various City-owned piers and bulkheads are given in Appendix H.

In the case of tracks which lead from the yard terminals to the float bridges, the right to cross 12th and 13th avenues is covered by franchises and revocable privileges, while the privileges incident to the use of the float bridges, necessary waterfront and tracks on marginal way, are from the Dock Department. Details as to yearly fees, occupancy and leasehold are given in Appendix J.

The transportation of freight between the piers and yard terminals on Manhattan Island, and the various terminals of the railroads upon the New Jersey, Staten Island, Long Island and Bronx shores is maintained by a large fleet of lighters, car floats and tow boats.

(2) Tonnage—The estimated total tonnage for all the stations mentioned for the year 1910 is nearly five million tons. This tonnage is variously estimated by various roads to have been increasing at rates of from 1 to 5 per cent. per annum for the past ten years. The increase is not distributed along the waterfront with any uniformity or according to any apparent law, but the investigations of the Committee seem to indicate that there has been no falling off in the downtown district as might be expected. It is to be noted, however, that the downtown waterfront terminals of the New York Central system have experienced a much larger rate of increase of tonnage than have the inshore stations. It is claimed by the railroad that the latter have for several years been worked practically to their full economic limit so that no increase has been possible.

(D) *The Position of the Local Merchant.*

With the several separate stations of the various railroads as now operated, a shipper or receiver must usually handle his freight destined for or received from all parts of the United States through two or more shipping points. While this condition is the one which exists in a large majority of the cities of the United States, it is in direct contrast to the conditions found in a few localities where joint terminals are operated. Several examples of such joint terminals owned by private companies are to be found in Brooklyn, of which the most notable are those of the New York Dock Company and Bush Docks in South Brooklyn. An example of a terminal which is operated jointly by the various railroads is the St. Louis Terminal Railroad Company in St. Louis, Mo. (For description of the former see "Railway Age Gazette," December 27, 1907, and for the latter see "Engineering News," July 26, 1906.) In each instance commodities may be received at one point from or for any one of the various roads which find connections through that terminal. It is contended that the existing condition of segregated freight stations along the west side of Manhattan tends to increase congestion of street traffic more than would be experienced with properly operated joint terminals. With the latter, the small miscellaneous shipper would be able to reduce his truck haul, with a consequent saving in his trucking bills. Also a probable reduction of street congestion, with its attendant beneficial consequences would ensue. Illustrations of the actual congestion which exists at certain points during busy hours is seen in the photographs of Plates 5 and 6.

On the other hand, the contention is made by various railroads that there is much larger danger of cargo miscarriage in the case of a joint terminal than is to be found where each railroad has a separate receiving station.

The present method of operation of the piers which are used for railroad purposes, in which trucks must deposit and receive their freight from the bulkhead shed or upon the pier itself, makes for street traffic congestion, because of the limited length of bulkhead over which freight can be handled, and the narrow entrances which are alone available with the present plan of pier construction.

The arrangement which now exists whereby each railroad company will store, free of charge, incoming local freight for various periods up to 72 hours, and will store export freight from 10 to 30 days, places a heavy obligation upon the railroad company, because considerable storage space is required, with attendant congestion of freight, delay in handling, extra cost of insurance, and extra cost of rent, all of which must eventually be included in the freight rate. There is supposedly a limit of time of free storage, but some of the roads are said to allow extra time in cases where competition is keen. Again, the method largely followed by shippers on Manhattan Island of waiting until the last moment to remove freight from the stations, and of transporting it to and from the piers at hours most convenient to the merchant, makes for a very congested condition at early and late hours of the day. It is also claimed that some of the railroads do not supply a sufficient clerical and labor force to handle freight expeditiously during the rush hours. Plates 8 and 9 show graphically the distribution of traffic throughout the day at certain piers.

(E) *Congestion and Means of Overcoming Same.*

Much of the congestion now experienced on the waterfront at freight terminals, which to a considerable extent can be obviated, appears to be due to the following causes:

(1) The size and shape of the present day pier and bulkhead are due to imitating structures which were originally designed for ship commerce, and the present pier is not so constructed as to be efficient for the rapid reception and delivery of freight from trucks as is required by railroad traffic. The piers are not adapted for railroad business and for more intensive use will have to be redesigned or the business transferred elsewhere.

(2) Insufficient force of both clerks and freight handlers in the rush hour, just before departure of fast freights for the west. This can be bettered to some extent by pressure brought to bear on the roads.

(3) Storage of freight on piers, done by many railroad companies in violation of agreements with each other for fear of loss of custom. It would seem as if this could be overcome by action on the part of the Interstate Commerce Commission. The merchant would then pay direct for storage instead of forcing the railroads to do so in effect, and recouping themselves through the freight rates. Railroad rates must cover all costs, including the storage of goods on expensive piers, some of which are not used for legitimate railroad freight purposes and are sublet at less than cost in order to retain control by the leasing railroad of all waterfront possible, to prevent competitors having equal advantage.

(4) Lack of joint terminals makes delivery at separate terminals necessary, with consequent extra haul, street congestion and delay at each station, with trucks waiting in line.

(5) The action of many shippers is to delay all shipments of goods until the last moment, that all orders may go out together including the latest order received, so as to avoid the loss of a day in transportation. This is not true of some of the largest shippers and can be largely overcome by the merchants themselves, who might make better arrangements with their truckmen by forming combinations of contiguous firms so that full truck loads could be sent out at other hours than those of the congested period. This would reduce the congestion without loss of time to the merchant. These delays cause enormous loss of time to truckmen, which must be paid for by the shipper in increased charges.

III. Objects to be Attained.

(A) *Removal of Surface Tracks of the New York Central and the Suggestion of a Practical Equivalent.*

This is paramount.

(B) *A Plan for General Railroad Freight Distribution on the Hudson River Shore Front of Manhattan, to be Combined if Possible With the Substitute Plan Which May be Suggested for the New York Central.*

It would seem that the broadest policy is to effect the removal of the tracks of the New York Central in a manner entirely independent of any general scheme for a city-owned freight system for serving the west side of Manhattan Island. The New York Central should then be given the same opportunity on an equal basis of making use of any scheme in common with all other railroads. The present Dock Commissioner in his report has stated that it is his "desire and intention to keep this improvement from benefiting the New York Central Railroad exclusively," with which sentiment we are in perfect accord. (See Report No. 4 of Dock Commissioner, p. 30.)

One principle to be kept in mind is the quick and cheap exchange of commodities between the present main line railroad terminals and the landing stages, warehouses and factories in Manhattan, reducing to a minimum the expense of the combined water transportation, rail service and street trucking, with especial regard for the reduction of the present street congestion and the increasing demands for waterfrontage.

This general subject has been under discussion in a number of cities, the report of the Boston Metropolitan Commission pointing out what is deemed an ideal arrangement, and referring particularly to the natural conditions in New York harbor which largely approach this ideal. Naturally the fullest possible use should be made of such ideal existing natural conditions in any proper scheme of operation. The same sentiment has been expressed by the Dock Commissioner in his Report No. 4, at page 33, where he says:

"The river itself, as Mr. Buchholz said many years since, is the cheapest switching system of the port, and the car-float and the lighter will undoubtedly be brought to the side of the ship in the future as in the past."

Reference to the opinion expressed in the Boston report is to be found in Appendix K.

Any change in an existing system invariably inconveniences to a greater or less extent those dependent upon that system, and in the case of the removal of the surface tracks, those who make use of them directly will be required to rearrange their business accordingly. This difficulty cannot be obviated. As far as possible, it should be minimized.

The suggestions which will be offered subsequently and which are recommended by the Committee, will be based upon what in our judgment are the requirements of such a substitute system. Those requirements which are thought to be most important and have been thoroughly considered by the Committee will be found set forth in Appendix L.

IV. Study by the Committee.

The Committee discussed the situation at numerous meetings, almost weekly, since it appointment. It was invited by the New York Central Railroad to examine the physical conditions of that road, and made two trips, accompanying the members of the Board of Estimate Committee, starting from Spuyten Duyvil and working over the section between Spuyten Duyvil and 60th street by special train; the trips were extended from 60th street, over the tracks through 11th avenue to the 30th street yard, and were completed by touring the locality below the 30th street yard in autos. The Committee also made a trip upon one of the regularly scheduled passenger trains running from 30th street to Spuyten Duyvil in company with the Chief Engineer of the railroad.

Numerous conferences were held with the engineering, operating and executive officials of the New York Central Railroad and also with officials representing a majority of the other railroads. The members of the Committee have visited all of the private terminals throughout the Harbor, the main line freight terminals of several of the roads, and their Manhattan yards and stations.

The Committee has conferred with the Commissioner of Docks, and taken a trip with him over the West Side Manhattan waterfront. It has studied with care the various reports prepared by the Dock Commissioner. It has studied the terminal situation in other cities, as far as was possible, without actually making trips to investigate upon the ground.

Examination was made of the train and float schedules of a majority of the roads, train operation diagrams were prepared and traffic statistics obtained of the cars and trains now operated by the New York Central over the surface tracks below 60th street, and considerable data was secured as to the amount of delay which is now experienced by vehicular traffic because of the presence of the freight cars in the streets. Observations were made of the extent to which the public highways are daily occupied by cars for the purpose of loading, unloading and switching. The Committee interviewed shippers concerning the possible annoyance which might be entailed by them from a change in location of freight stations and methods of operation. Interviews were also held with officials of various establishments now located on the line of the surface tracks, with regard to the annoyance suffered by them from the present equipment and its methods of operation.

Much information as to train and boat schedules and traffic conditions was secured through the courtesy of the officials of the New York Central and from officers of other roads.

Offices of transfer companies, truckmen and shippers were visited, not alone those using the tracks of the New York Central, but also those who were not so directly affected by the operation of that road.

The Committee was given the benefit of the observations being made under the direction of the President of the Borough of Manhattan with regard to street traffic; and made independent investigations of river traffic, the sources of freight, the average street haul, ton-mile costs, and other data required for a thorough understanding of the traffic problem. Studies were also made of methods and costs of electrical operation of freight trains; of tunnel, subway and elevated freight operations; of operation on heavy grades and over sharp curves and switchbacks; of the cost and operation of float bridges of all types, including the accurate timing of numerous loadings and unloadings of floats; of the costs of construction of various designs of elevated and subway structures and of their relation to the problem in hand; of methods and costs of signalling in subways, together with their drainage, lighting and ventilation; of costs of water transfer by car float; of the best methods of design of freight stations; of methods of loading and unloading trains, of "spotting" cars for destination, and the needs of local transfer of small shipments; and of the numerous other details, the proper solution of which can alone make possible the successful working out of any comprehensive plan.

In line with its studies of the general freight situation, a series of questions was addresssed to the officials of the several railroads, and extremely valuable information was received in response thereto; practically all roads placing at the disposal of the Committee information of the most confidential nature, so that it could arrive at a just estimate as to the requirements in each case. The questions submitted will be found in Appendix M.

The New York Central officials supplied the Committee with drawings covering the studies which had been made by the road's engineers for various types of construction, and maps and plans of their contemplated improvements, extensions and betterments, together with much special information, and criticism of informal suggestions made by the Committee.

(A) *Division of the Problem.*

From the observations made and the information furnished, your Committee believes the New York Central problem naturally divides itself into three parts which can be treated separately, as well as in connection with the broader subject affecting all the roads. These several parts comprise:

(1) The elimination of grade crossings between 72d street and Spuyten Duyvil, together with provision for additional facilities.

(2) The removal of the tracks from the surface of 11th avenue, between the 60th and 30th street yards, which problem may be treated in some one of three ways, viz.:

(a) By the construction of independent tracks for the exclusive use of the New York Central, which may be placed either along the waterfront on an elevated or depressed in a subway under 11th avenue, but in connection with which provision should doubtless be made for additional passenger tracks as far south as 50th street to reach the Grand Central Station, to which, it is understood, extra tracks are greatly desired by the New York Central Railroad.

(b) By building combination tracks for the use of the New York Central jointly with other railroads, which almost of necessity must be on the waterfront along 12th avenue and consequently must be upon an elevated structure on account of the very high cost of such a subway as would be required through the poor ground which would be encountered and at grades below permanent water level.

(c) By the entire elimination of all tracks and a transfer of the traffic to the river by means of car floats in connection with the float bridges which now exist and are at present extensively used at both the 60th and 30th street yards.

In connection with each scheme, it is to be noted that a rearrangement of the yards of the New York Central at 60th and 30th streets is essential, and also that a readjustment of the other railroad properties and operating facilities and methods between 42d street and 24th street could profitably be made, as has been discussed at length in the several reports of the Dock Commissioner.

(3) The removal of the surface tracks in 10th avenue and West, Canal and Hudson streets, from 30th street south to the St. John's Park terminal. This can also be handled in one of three ways:

(a) Separate tracks for the use of the New York Central, consisting of short lengths, temporarily on the surface, connecting new float bridges with the existing terminal and with some commercial houses respectively, subsequently to be superseded by short elevated tracks leading from float bridges over ramps to better designed and located inshore stations, which latter can be operated either as joint or as independent terminals at the pleasure of the roads.

(b) A continuous connecting line in a subway or on an elevated for the exclusive use of the New York Central.

(c) A combination arrangement of such a through track designed for the benefit of all railroads, either with jointly or separately operated terminals, in which combination the new York Central would be treated simply as an important unit.

(B) *Discussion of Changes North of 72d Street.*

The physical changes which have been suggested by the Railroad Company for its tracks between 72d street and Spuyten Duyvil consider two items: the elimination of grade crossings and additional facilities.

It is proposed to accomplish the elimination of grade crossings of all City streets by carrying West 79th, West 96th, West 155th, West 158th, West 177th (Depot lane) and Dyckman streets over the tracks at their present grade; the present grade crossings from West 129th street to West 138th street, inclusive, to be eliminated by raising the grade of the railroad and placing the tracks on an elevated structure, the streets to pass under the tracks at practically their present grade.

As to additional facilities, the railroad proposes that the present width of its right-of-way be increased by about 30 feet, so as to permit of the construction of an increase in the number of existing tracks, which varies from 2 to 5, so that there shall be 6 tracks for the entire distance. This requires additional land, some of which is owned by individuals, but a large part of it is land under water owned by the City.

At or near Dyckman street and at or near Manhattanville, important alterations and additions to the present freight yards and depots are proposed to provide for larger yards and switching arrangements in these localities; and the reconstruction of the 60th street yard is contemplated so as to obtain better conditions for the interchange of freight with other roads and better local freight facilities at that point.

Along Riverside Park, while the company has maintained that operation in the open is preferable, it has expressed its willingness to have such portion of its tracks covered as may be necessary or desirable in order to improve the appearance of the park and to add to its area, both by the space over its tracks and to such extent westerly thereof as the City may desire to utilize.

This matter has been presented to the Mayor, and the Board of Estimate, in a joint report prepared by the Commissioners of Docks and of Parks for Manhattan, dated December 27, 1910.

With the carrying out of the improvement, it is understood that the company proposes to operate this portion of the line and the attendant yards and sidings by electricity.

The Committee deems the improvements suggested by the Company to be proper and advisable. There seems little if anything to be gained by any modification of the grade of the tracks, except as hereinbefore stated.

Throughout practically the whole distance, the New York Central claims to own its right-of-way between West 60th street and Spuyten Duyvil. It is believed, however, that the railroad is now operating more tracks than was stipulated in the Charter of the Hudson River Railroad Company, which limited the number to three and the subsequent consent of the City given in 1847, which was only for a double track with suitable turnouts.

With regard to securing the franchise or right to increase the number of tracks, it would seem that this should be a matter of separate negotiation between the City and the Railroad Company, including the matter of purchase of the land necessary from the City, which may possibly require legislation, as park land is affected.

In addition to the above changes proposed by the Company, your Committee feels that the drawbridge at Spuyten Duyvil should be raised to the elevation of the other drawbridges over the Harlem River and the Ship Canal, viz., to an elevation giving 26 feet clear space at normal high water, or preferably that the railroad should pass by tunnel under the Ship Canal. In view of the probable passenger traffic which this line will ultimately be called upon to carry to the Grand Central Station via 50th street, it is believed that the tunnel plan would be better because it would be free from interruptions by river traffic. This would seem to be the proper standpoint of both the railroad and the City, since the water traffic in the canal would doubtless be materially increased to the benefit of the municipality, were the existing bridges and other obstructions similarly removed.

The Committee did not undertake to analyze the problem north of 72d street from a cost standpoint or to ascertain exactly the lands and the values of the property which it is the desire of the railroad to obtain, nor the value of the increased franchise rights to be acquired by it.

(C) *Discussion of Changes in 11th Avenue, Between 60th and 30th Streets.*

(1) Elevated vs. Subway—Among the several propositions which have been advanced from time to time with regard to the disposition to be made of the New York Central tracks between the 30th and 60th street yards, in which independent operation by the New York Central is alone contemplated, two alternate schemes have usually been mentioned, namely, a subway through 11th avenue (which amounts to a simple placing underground of the existing tracks), or an elevated, the alignment of which has usually been made to follow the marginal way, adjacent to the river. A part of this marginal street or way is now in existence, but a portion still remains to be acquired by the City from private owners. While the discussion of the merits and demerits of each variety of structure for this particular section have usually included the question of the disposition to be made of the tracks and operation south of 30th street, the question may be somewhat simplified by discussing the upper and lower propositions separately. In order to clarify the situation as much as possible, the Committee endeavored to secure, wherever obtainable, all possible items of advantage and disadvantage, concerning each type of structure, with comments in rebuttal of the alleged disadvantages. Naturally, when one type of structure or location has a unique advantage, the other type or location carries a corresponding disadvantage.

Consideration has been given by the Committee to the many advantages and disadvantages from all points of view, including utility, cost and aesthetics, and not only from the position of to-day, but in anticipation of the economic and other needs of the future.

That those who have to pass in judgment upon our suggestions and recommendations may have before them the basis upon which our determination has been made, the several advantages and disadvantages of subways and elevated structures, as related to both the interests of the railroad companies and to those of the City, have been set forth at length in Appendix N.

From the study that we have made in connection with each of the claimed advantages and disadvantages of each type of structure we are led to the conclusion that the advantages in favor of a subway between 30th and 60th streets, viewed primarily from the City's standpoint, far exceed the advantages of an elevated structure to the railroad company; with the secondary incidental advantage to the community because of an improved transportation factor. In fact, it will be quite possible to overcome some of the supposed disadvantages, as set forth in detail, and we believe the short statements in rebuttal of the objections to a subway will in a measure tend to confirm our decision and the recommendation that a subway should be constructed.

In like manner in Appendix O we are submitting our estimate of the relative cost of the two types of structure, together with estimates made by other engineers for similar work, and the reported cost of some completed structures. The costs must necessarily enter largely into any decision which may be reached voluntarily by the railroad company in accepting any proposed plan.

The figures at which we have arrived show that the initial cost of an elevated between these limits would be approximately $3,600,000, while a subway connecting the two points would cost $6,800,000. But such a subway will provide far greater facilities, should they be required, for every abutting owner on the line, and, in consequence, be of infinitely more value to the railroad company eventually, should the business increase as is anticipated, than would an elevated structure located as proposed upon West street and the marginal way.

Aside from the initial cost, we find that an annual charge of about $57.25 per foot might be required for the elevated, as against $63.66 per foot for the subway structure; or for the total distance of 8,000 feet, an annual charge, including interest on first cost, damages, maintenance, depreciation and obsolescence of approximately $50,000 per year for the subway over and above that for the elevated railroad. These figures are based on 7 per cent. for maintenance, depreciation and obsolescence of the elevated, while the figure may run as high as $200,000 per year, if a lower rate of depreciation is assumed.

Considering as we do that a subway holds so many advantages from the City's standpoint over an elevated, it is impossible for us to recommend that any such sum as $50,000 per annum on a work of this magnitude should stand in the way of the larger interests of the people of the City.

It is believed that greater advantages will accrue both to the City and to the Railroad Company by the use of a subway between these points, especially if the additional cost of said subway over and above an elevated be not greater than the annual sum above mentioned.

(2) Operation by water exclusively.

While it is physically possible to eliminate all tracks between the 60th and 30th street yards (except for a few short leads close to each end), and carry all the through traffic on the water, and while the Committee worked out the details of such a plan, it is believed that the New York Central's interests would be best served by some inshore trackage over the distance in question, particularly in view of the requirements which will doubtless be brought before the Company in the near future of providing additional passenger tracks to the Grand Central Station on another route, as the limit of capacity on Park avenue has been nearly attained, and it would seem that the Spuyten Duyvil—60th street route is the most logical one to follow, with a subway from the 60th street yard part way down 11th avenue and then across to the station at 42d street and Park avenue.

The Committee does not consider that either an elevated or a subway in this district would prove of material benefit to any other railroad, and in consequence the plan above suggested of a subway for the New York Central alone is the one plan endorsed.

UNLESS THE NEW YORK CENTRAL WILL AGREE TO SUCH PLAN, AND CONSTRUCT THE SUBWAY, WE ARE OF THE OPINION THAT ALL CONTINUOUS TRACKS SHOULD BE ABOLISHED BETWEEN 30TH AND 60TH STREETS, AS IT IS ENTIRELY FEASIBLE FOR THAT COMPANY WITH ITS PRESENT EQUIPMENT TO OPERATE THE 30TH STREET YARD FROM THE WATERFRONT.

(D) *Discussion of Change in 10th Avenue and West Street, South of 30th Street.*

The surface tracks of the New York Central should be abolished. The next question to be determined is whether or not these tracks are to be replaced by any continuous rail route, and whether or not the St. John's Park terminal should be transferred to the easterly side of the waterfront street and served by a water terminal connected to it by tracks over West street and the marginal way. If the

continuous line of the New York Central is to be maintained, the road would have to be either in a subway or upon an elevated structure.

(1) Substitution of a Subway.

The Saxe Law required a subway. We believe that the cost of a subway south of 14th street would be commercially prohibitive on account of its proximity to the waterfront; and, further, that it would not furnish the same facilities as a subway in the upper district. If a subway is constructed, it would, in connection with that between 30th and 60th streets, form a freight subway four miles in length—one which has never been seriously suggested by operating railroad men for this part of Manhattan, and is considered by the New York Central as highly objectionable on account of its length. As an offset to such objection, however, it should be known that the Long Island Railroad has now in operation under Atlantic avenue, in the Borough of Brooklyn, a two-track subway of the same length, carrying approximately 400,000 tons of freight per annum, a tonnage nearly equal to the present all-rail tonnage of the New York Central south of 30th street, or about one-third of the total tonnage which might be diverted to a subway if built. In addition, the Long Island Railroad subway is doing a passenger business of 14,000,000 annually. We have no reason to believe that the Long Island subway has yet reached its full freight capacity. We are advised that thus far the *operation* has been most *satisfactory* to both the railroad officials and to the shippers, and that it has been free from accident to date.

A six-track subway, with continuous loading platforms at the building line, is illustrated in Plate 10, and the suggested location is shown on Plate 11.

(2) Substitution of an elevated.

(a) The plan of the Commissioner of Docks.

The most recent advocate of an elevated structure is the present Dock Commissioner. In his opinion, an elevated railroad could be successful only if used by all the railroads which now have terminals on the Hudson River. He further states that the railroads have not shown an inclination to join in such operation and that it might be necessary for the City practically to force them to use the elevated by providing conditions under which they would find it advantageous to exchange their present waterfront occupancy for inshore stations on its line.

The principle to be followed in solving the problem is stated by the Dock Commissioner as follows:

"It is intended to transfer the reception and shipment of car freight—which will continue to be principally delivered and received by drays—*from* the immediate waterfront *to* the land back of the marginal way where there is room for progressive expansion."

With this is to be combined a shifting of the railroad waterfront holdings to one point on the line of the elevated, where cars are to be transferred from floats to the elevated road.

The general scheme of an elevated along the waterfront is shown on Plates 12 and 13.

Such plans contemplate a road from 60th street south to Fulton street, with a possible extension to the Battery.

A common water terminal with thirty-six float bridges is proposed in the vicinity of 35th street, at which point cars are to be shunted on ramps to the elevated structure. This terminal would have to be used by all railroads, except the New York Central.

In the particular design proposed in the last report of the Commissioner (which materially alters his original design), short radius curves are used upon the tracks close to the float bridges, so that trains would be turned from an east and west position upon the floats through a sharp angle to a north and south position along the marginal way, where switching operations must be carried on. In order to avoid a heavy gradient upon the ramp for the operation of cars in trains, a long incline with correspondingly low gradient is proposed, occupying several hundred feet of waterfront. This length and that used solely for switching purposes occupies much water frontage, which frontage, as heretofore shown, should be most carefully conserved.

As necessary adjuncts to the elevated railroad, terminal freight stations are proposed on the inshore side of West street. These stations may be operated either by the railroads individually, or joint terminal stations may be provided if co-operation can be secured between the roads. The design contemplates the combination with the regular freight station, of considerable storage space on the upper floors of the station building.

Finally, the Dock Commissioner proposes that the entire scheme shall be financed by the City, which shall hold the control of the road in some manner hereafter to be worked out, and we are advised that at the pressent time a law is being drafted which will permit of such construction with City money. The idea is that the bonds so issued will be self-supporting and therefore exempt from the debt limit.

(b) Comments on the Dock Commissioner's Plan.

So far as the Committee has been advised, no one has yet considered the construction of an elevated structure solely for the use of the New York Central south of 30th street, except when the Public Service Commission suggested one in place of the subway provided by the Saxe Law. Our conferences with the officials of the New York Central have led us to believe that that Company does not seriously consider the building of such a structure for itself alone, but prefers rather that it should be constructed by the City, in which case the New York Central would use it in joint operation with other railroads. Our conferences, however, with the officials of other railroads, and the answers given by them to the questions submitted on this point, have convinced us that they are almost unanimous against the use of an elevated railroad.

In spite of the attitude of the other railroads, the studies of the Committee concerning a possible elevated road for this section have been carried on solely along the lines of joint operation and occupancy, primarily because the New York Central problem was the main one before this Committee, and because of the attitude of the officials of that road on this point.

This attitude of the New York Central might naturally be expected because doubtless that road would handle a large proportion of the business over the elevated for a number of years to come, since it has at present a well-established all-rail tonnage; and because of the existing long leases of waterfront property held by the other railroads, with rentals of such amount as to make it cheaper for them to handle freight over a pier than over an elevated structure, with its attendant costs in addition to those for water carriage and inshore station charges. The other roads would be at a further disadvantage compared with the New York Central, because such water haul would be increased over the present requirements in order to reach the single terminal near 35th street. It is to be expected that all carrying charges as well as those for operation for an elevated will be distributed on a tonnage or wheelage basis.

As to coercing the other railroads into entering this scheme, as suggested by the Dock Commissioner, a study of the leases which they hold for waterfront property shows that it would be a number of years before any large proportion of them could be forced from the waterfront against their will if it should ever become the policy of the City so to do, unless condemnation proceedings were instituted to nullify the existing leases, and even the result of such procedure is questionable. See Plate 24.

A large proportion of the incoming freight is delivered in the morning; two-thirds of the total tonnage being delivered within a space of three hours, so that we are of the opinion that there would be a concentration at one point on the waterfront of a large part of the car floats to be used on the North River, which would produce congestion. Under the proposed layout at 35th street, there is no wharfage room provided for the tying up of car floats until they could reach a bridge or after they have been unloaded. Again in the afternoon between the hours of three and six when the bulk of the outbound freight is dispatched, car floats would have to remain in the river until vacancies occurred upon the bridges at a time when this portion of the waterfront would be burdened with moving tugs and floats.

A single terminal may be likened to the neck of a bottle. Should any accident occur upon the elevated structure tying up the deliveries to the terminal at a given time, the entire terminal would be out of commission. To obviate this difficulty it has been suggested that other terminals be established along the waterfront with connections made with the elevated. It is usually proposed to install one at the Battery Park. We do not believe for an instant that a terminal would be permitted in this park, aside from the fact of the traffic and tidal conditions at that point, which would make it a most difficult terminal to operate. Of course, such a terminal would require the extension of the freight elevated road through Battery Park.

The location of float bridges at other points on the waterfront would require either of two schemes, viz., a sharp curve on the surface with a ramp from the street level to the grade of the elevated (which latter is also necessary at 35th street); or a "switchback" on a pier with a ramp leading from it up to the elevated and a sharp curve at the grade of the latter structure. A switchback is now being operated in connection with the Long Island Railroad tracks on Atlantic avenue. The curve and ramp might be combined but this is considered very poor engineering design.

We also believe that unless enough float bridges were provided and properly distributed along the waterfront between 30th street and the Battery, in combination with the proper number of main line tracks, so as to give each railroad the possibility of practically independent operation for the maintenance of the fast freight schedules, both in and out, which are a necessity of modern life—a great congestion would be inevitable on the railroad, with the annoyance, delay and losses attendant thereon. Unless this independence of operation is maintained, there is likely to result a decrease in competition, with attendant decrease in efficiency; an increase in damage claims traceable to a lack of concentrated responsibility; loss of time, and other minor objections.

The problem as to relative costs of operation was carefully considered, and Appendix P contains a statement in regard to tonnage and also a table of the tonnage costs applicable to the present operation by the all-rail route upon the surface, by water from 60th street reaching approximately the same point, and the estimate of cost of operation over an elevated road.

As closely as it could be estimated, the cost of the present method of operation south of 30th street on the surface tracks by the New York Central, based on the freight now handled, is 32 cents per ton. The cost of transportation by water from the 60th street yard to the bulkhead of one of the several piers operated by the New York Central on the waterfront is estimated at exactly the same figure. This figure is also applicable to practically all of the other railroads, which must transfer their freight by water across the Hudson River for shorter or longer distances. The length of water haul within lighterage limits makes very little difference in actual cost per ton, because of the small difference in time consumed, the largest part of the cost being composed of plant charges and waiting time, which latter item would probably be increased under the Dock Commissioner's plan because of the probable congestion at the single terminal.

The Committee estimated the costs of transportation between 30th street and Franklin street over an elevated structure, including interest on investment, as not less than 25 cents per ton, based upon the total tonnage submitted to us by all the railroads. This figure would represent the actual cost of such transportation over the elevated by the New York Central, and to make it comparable with the present all-rail route and water costs, there should be added the costs for handling by elevated or subway from 30th to 60th streets, making 37½ to 40 cents, respectively. In the case of all the other railroads in the harbor, if the plan devised by the Commissioner of Docks is employed, the costs for water and elevated transportation must be added together, making a total of 44 cents per ton. Of this amount, 25 cents will be simply an added charge above those now involved. Plate 22 shows the relative tonnages carried by the several roads, and Plate 23 the loaded cars handled by New York Central, so that it is evident that the construction of an elevated railroad will be an appreciable added cost to the greater part of the freight handled in Manhattan, and the Committee believes an unnecessary one.

An examination of the diagrams shown in Plates 14 to 21, inclusive, indicates that the water haul of each of the railroads would be very materially increased over the present one if they are forced to float from the present termini on the Jersey shore to the terminal of the proposed elevated railroad, upon which the freight would then have to be hauled for a greater or less distance to reach its destination in Manhattan. This extra haul would cost the roads a yearly aggregate of a quite appreciable amount. The idea underlying the proposition to construct an elevated road which is to be used by all the roads is to get them to exchange the piers now occupied for inshore station property, thereby surrendering the piers for marine commerce and saving the roads the heavy rents now paid. The saving in pier rentals would be more than offset by the several extra items, which include the extra water haul, the use of the terminal facilities in the vicinity of 35th street, the use of the elevated structure, and possible extra costs at the substitute inshore stations.

In connection with the elevated scheme, it may be stated that the Pennsylvania alone operates 40 freight trains each twenty-four hours on schedule, out of its Jersey City terminals, and while each of the other six trunk lines entering New York City may not have an equal number, it is evident what inadequate facilities have been provided in every plan so far proposed for handling freight trains under schedule over an elevated structure with ramps and bridges to fit in with the freight schedules which now exist on all the roads.

As before stated, the Committee studied in detail the train operation over float bridges and the requirements for switching necessary to reach the grade of an elevated structure. These studies included the preparation of operating diagrams and their discussion with expert operating officials. All the elevated schemes thus far published show that much congestion would be probable during the rush hours, morning and night; that the whole system of fast freight train schedules, hours for closing receipt and delivery of freight at the terminals, and all methods of operation would have to be modified if the track plans as submitted were to be put into operation. Further, the business of the shippers would have to be largely modified to meet the changed conditions of railroad operation. This, in turn, would affect the efficiency of the present competitive despatch; and where a modification which would improve the present congestion in the morning and especially in the evening hours is desirable, even the latest scheme appears to be impracticable since no means have been indicated of reconciling the innumerable interests involved.

It has been stated to the Committee that railroads (other than the New York Central) would almost surely be forced by the added cost of handling freight over an elevated structure to transfer their business away from the Borough of Manhattan if forced from their present waterfront occupancy. Owning, as they do, large areas upon the Jersey shore, they might decide to force New York merchants who found it necessary to ship by their roads to truck all shipments to Jersey by means of the ferries across the Hudson River. If this contingency should happen, there might be some loss of freight by the railroads to the New York Central, but the merchants would be put to an extra expense for the longer haul to Jersey for such freight as they were forced to ship by the other six trunk lines, and a net loss would result to the community.

Since the Secretary of War has not allowed a change in the location of the pierhead line so as to permit of the permanent extension of any of the existing piers in the Borough of Manhattan to a length of 1,000 feet, and since piers of that length are practically imperative if New York City is to retain and maintain its position in the transatlantic business, it may be necessary to cut inshore still further than has been done in the case of the so-called Chelsea improvement. The best possible location for this work would seem to be the section immediately north of 24th stret, as is shown on the map of Plate 29.

Traffic on the streets along the waterfront south of 23d street can readily be diverted from the waterfront directly northward on 11th avenue, which of course should be widened to produce a marginal way either along its present location or in some new position, shifted as may be found necessary for the new pier plan.

This location appears to be practically the only one now available for the construction of long piers, and it would seem highly injudicious to restrict the length of such piers by the construction of an elevated railroad along the waterfront as has been proposed, or to construct any costly type of structure with a knowledge of the possibility that it may become wise at some future date to discontinue its operation for the benefit of pier extension inshore.

No reason is apparent why an equivalent waterfront space cannot be assigned to the railroads in any other part of the harbor, since the City will always require that the railroads have some water frontage. By distributing them properly, the objections to congestion would be obviated, while the selection of some other point than that assigned by the Dock Commissioner will make it possible to provide 1,000-foot piers without excessive cost.

By actual count, 1,085 craft passed north and south in front of the new Chelsea piers within a period of 12 hours. If the plan of the Dock Commissioner is executed, thereby requiring all car floats to operate to a terminal north of 30th street, this traffic will be increased at least 26 per cent. On the other hand, if such a terminal is not established, and the tracks of the New York Central are removed, thereby requiring that Company to float its tonnage south of 30th street, the increase in water traffic at the same point would be only 4 per cent.

(3) Past Experience of Elevated and Subway Freight Roads—It is not very long since the Pennsylvania Railroad raised its grade through the cities of Newark and Elizabeth, N. J., and prior thereto in the City of Philadelphia, Pa. We are informed that the experience of the Pennsylvania with shippers along those lines, who were compelled to make connections with the elevated roads, has been rather disastrous, and that such shippers have removed where possible to lines of other roads where they have not been compelled to make connections with an elevated structure.

It is true that these changes of grade were not made primarily to solve the freight problem, but rather to eliminate grade crossings, and the railroad was not used solely for freight purposes. Still, we believe the analogy is quite close to the present situation.

Furthermore, shippers who now use the Atlantic avenue subway state that the system there employed of using outside sidings is highly preferable to taking the spurs and cars inside the buildings. Obviously this same condition will hold with an elevated structure; but the construction of such outside elevated sidings over the sidewalks so as to bring the car as close to the buildings as is possible in the case of a subway, would largely cut off light, air and access with all the attendant difficulties.

(4) Conclusion as to Value of an Elevated Road in District South of 30th Street.—We are of the opinion that the operation of an elevated road would consume more time, would be greater in cost and create a congestion of both rail and water traffic in the vicinity of 30th street which might entirely defeat the object of the plan.

Our conclusions are therefore against an elevated structure south of 30th street, for the reasons just stated, and also for the reasons previously noted against such a structure between 30th and 60th streets, which in a large measure are applicable in this instance as well.

Unless it could be shown that the requirements of other railroads entering the port would make a waterfront elevated necessary and the cost of its use materially lowered from our present estimate, there would seem to be no need to consider an elevated railroad south of 30th street for the New York Central alone. It is believed that that Company could not afford to construct and operate it.

In this opinion we coincide with those expressed by a committee of the Merchants' Association appointed to investigate the "Disposal of the West Side Railroad Tracks" in their report dated November 5, 1908, and by W. J. Wilgus, president of the Amsterdam Corporation, in his report to the Public Service Commission, dated October 25, 1908, extracts from which two publications will be found in Appendix Q.

The Committee, however, could not thus have made its recommendation first against a subway, and finally against an elevated railroad along the waterfront, holding as the latter does such a strong position with the approval of many eminent engineers and public officials, unless they believed that some further substitute could be devised to take the place of the existing surface tracks, which substitute would at the same time provide all the advantages of an elevated structure while it possessed few of its disadvantages.

(E) *Solution of Problem Proposed by Committee.*

(1.) Description of "Unit Terminal."—The plan for freight handling on the waterfront devised by the Committee, consists of a number of what may be termed "combination freight terminals" or "unit terminals." Such a terminal will consist of a new type of double decked pier containing two float bridges, and a terminal building on the easterly side of the waterfront street; the pier and building to be connected at the second story level by a bridge or trestle across the waterfront street.

Upon the pier will be hauling tracks, a "switch back," and a ramp to elevate the cars to the second story, in order that they may not cross the intervening street at grade; also sidings for direct truck delivery at street and second story levels, and storage tracks for cars on the second floor.

The terminal building will provide on the first story for truck delivery, on the second for car delivery, and upon the upper stories for storage—all connected by elevators, and the first and second stories by gravity chutes.

Plate 25 shows a perspective drawing of a unit terminal, the key of which is shown on Plate 26. A plan and elevation of the terminal will be found on Plate 27.

Such terminals, we believe, will form a practicable substitute plan of operation for the New York Central, as well as provide additional facilities with less use of water frontage for all other companies, either in separate stations or in joint terminals operated by two or more companies. In the latter case the waterfront occupancy by railroads would be reduced still further.

In support of the plan we would state that the delivery of freight to trucks can be more expeditiously and economically handled from a station located away from the waterfront, which can be approached from four sides and provided with interior gangways and at which delivery can be made either from cars direct or from cars on the upper floors to trucks on the ground floor, principally by gravity, it being a fact that the major portion of the freight on Manhattan Island is inbound. Such methods of truck delivery are to be found at the Eastern District and Jay Street terminals in Brooklyn, and have been carefully worked out by the engineers of the New York Central for the terminals which they have considered in connection with a possible elevated railroad. At such stations, a much larger tonnage can be handled per day than is possible with any of the piers now occupied by the railroads along the west side of Manhattan Island.

In order to transfer freight cars from the water to such a terminal, float bridges and ferry racks, with the necessary hauling tracks, are essential. It is evident from an examination of the better managed float bridges in New York harbor that the capacity of one such bridge has many times the daily capacity of any but a pier of extraordinary size when the latter is operated according to present day methods. The records of such bridge capacity in one case amount to as much as 1,000 cars transferred over it in twenty-four hours, or practically one float unloaded and loaded over the bridge each hour. The two old style bridges of the New York Central at the 30th street yard, which were erected about 1888, now handle approximately that number of cars, working only a few hours each day, while a single bridge belonging to one of the private terminal companies in the harbor handled nearly a million cars with ease during 1910.

Assuming a capacity of only half this figure, or 500 cars, and assuming further that each car has an average load of 8 tons, there would be given a bridge capacity of 4,000 tons per day, or about a million and half tons per annum. This is easily accomplished, and many bridges in the harbor are operated on this basis 365 days each year.

The plan of the Committee contemplates the longitudinal use of the pier for a ramp as opposed to the location of such incline along the marginal way. The obstruction to traffic to and from and along the waterfront is entirely eliminated by the Committee's design. The grade of the ramp has been so fixed as to provide proper clearance for vehicular traffic along the marginal way, and at the same time secure enough lead at the foot of the ramp to hold a locomotive and all the cars which can be contained on a single track of the longest float now used in the harbor. It so happens that this length is practically the average length of trains now operated by the New York Central on West street, and is, furthermore, rather greater than a large number of the trains which daily leave the Manhattan terminals of the railroads on schedule to catch the fast freights. Some criticism has been made of the gradient of the ramp shown on the design submitted, which obviously will depend entirely upon local conditions for a determination of the actual figure. The only objections to a steep grade are the alleged danger of accident should the train get beyond control, and the necessity of using very heavy locomotives, large enough to secure sufficient tractive force to start cars on such an incline. Accidents can be practically eliminated by operating on the ramp with a locomotive supplied with the best safety devices like the latest improved magnetic-pneumatic brakes, the locomotive always placed on the lower end of the train. The operation of such roads as the Northern Pacific and Colorado Southern for years, with grades even heavier than the one shown on the Committee's designs, indicate the entire practicability of the latter. The Committee believes emphatically that its plans provide for a ramp with a gradient which can be operated with high efficiency.

The alternative in place of the sharp curve proposed by the Dock Department design is the use of a "switch back" upon the pier. The only difference between the design prepared by your Committee, which makes use of such a switchback, and that of the Dock Commissioner, employing a sharp curve, shows that by the former a train movement with two throws of a switch is required, while with the sharp curve a continuous movement may be obtained if but half the float is pulled and taken direct to its destination. The slight advantage, we believe, is more than overcome by the disadvantages above mentioned.

With regard to the car platforms, the design can be worked out in accordance with the ideas of the railroad which will operate the terminal. For example, platforms may be placed adjacent to each pair of tracks, or several tracks may be interposed between two platforms, and cars "spotted" on these tracks for both loading and unloading purposes. This method is used at a large majority of freight terminals. At others, certain platforms are used for unloading purposes and other platforms for loading purposes; cars being switched from one set of platforms to the other during noon hour intermissions, and other periods when the labor force can be efficiently employed on other work than loading and unloading. Obviously, the plan of the Committee is available for either type of development. Similarly the platforms for truck loading and unloading purposes can be arranged either as inbound and outbound platforms, or certain platforms can be used as inbound platforms during the morning hours and the same platforms as outbound platforms during the afternoon hours. Certain railroads have developed stations in which the truck platforms on the first floor run parallel with car platforms on the floor above. Other roads, however, believe that the two sets of platforms should lie at right angles to each other. Obviously, the typical design of the Committee can be developed to meet the particular taste of any road.

An important point which should be considered in connection with any terminal is the provision for facilities to allow of direct transfer of freight between cars and trucks. The suggested plan of the Committee provides two locations at which this can be done. From two to four tracks may be available upon the pier, according to whether or no three or two track floats are handled. In addition to such pier tracks, provision has been made for truck elevators capable of transferring loaded trucks to the second floor of the pier, where other direct loading tracks have been provided.

The plan of the Committee has been laid out so as to be capable of enlargement as the growth of business dictates. A single bridge could be employed at first, and while such limitation has its disadvantages, it is to be noted that the majority of the private terminals in the harbor have operated over single bridges for a large number of years with annual tonnages aggregating close to a million each.

In combination with this single bridge, one-half of the switching and standing tracks could be provided along either half of the scheme as devised.

Additional standing room and platform space could be secured, as necessary, by the acquisition of property extending further and further inshore. Such property extending toward the centre of the island is more satisfactory from a traffic point of view than terminal stations parallel with the waterfront, because in the first instance the merchants' average haul is slightly shortened and the terminal can be approached along a greater number of thoroughfares. With increase of traffic, the additional bridge shown could be installed, and additional switching and standing tracks constructed.

With the location of the terminal at right angles to the waterfront, connection can be obtained between three sides of the terminal building and factories or warehouses by means of connecting bridges, so that shipment can be made practically direct from factory to car.

Such a combination terminal may be operated either by a single road or jointly by two or three; or it may be operated by a private terminal company in a manner identical with the existing private terminals in the harbor.

A further advantage is due to the fact that such terminals when once constructed can easily be connected by an elevated railroad if it should ever become evident that the commercial necessities of the port demand such extreme measures for the benefit of inter-communication.

One other feature is essential in dealing with waterfront traffic, and that is that a certain amount of wharf length should be provided for tying up car floats which are waiting to be loaded or unloaded. The plan as submitted gives ample wharfage room, more than now afforded by present-day piers or by the design of the Dock Commissioner.

The furnishing of storage facilities in connection with the terminal station we believe will prove most popular when thoroughly understood. According to its annual reports, the storage business of the New York Central is so profitable that it seems fair to assume that the storage element of the terminal development will pay all carrying charges on the land and buildings required for inshore stations.

An examination was made of the waterfront with a view to the location of one or more unit terminals. Several locations were found which, in the opinion of the Committee, can be easily adapted to such use as is here proposed, and which are most advantageously situated to carry our plan into practical effect for the benefit of existing traffic centres. If the general plan of unit terminals shall be approved, we will, if required, submit plans for specific locations to be used either as single stations or as joint terminals.

(2) Plan Whereby Surface Tracks Could Be Abolished in Six Months Without Detriment to Shippers or the Railroad.—As already pointed out, the commercial centres on the existing tracks of the New York Central comprise zones, in the vicinity of the 60th street yard, in that of the 30th street yard, of West Washington Market, and of St. Johns Park. The further fact has been pointed out that the present equipment of the railroad, including, as it does, float bridges at both the 30th and 60th street yards, and a large fleet of tow boats and car floats, makes it entirely feasible to discontinue surface track operation between 30th and 60th streets. Similar operation could be discontinued south of 30th street within a very few months without interfering with the freight traffic involved in the commercial centres near West Washington Market and St. Johns Park, by the construction of two additional float bridges and hauling tracks. These could be built inside of six months and the main line surface railway traffic discontinued immediately after they are put into operation. One bridge could be located on the waterfront adjoining the West Washington Market. In connection with this bridge, short lengths of the existing tracks could remain and be operated temporarily, so as to supply the storage and manufacturing enterprises now served by the New York Central in that vicinity. A similar bridge could be located on a convenient pier close to the westerly end of Canal street. This latter arrangement would thus serve the territory in the vicinity of St. Johns Park. See Plate 28.

Such operation would prove fully as expeditious as the surface operation now in use, because better running time is now maintained by the New York Central between its 60th street yard and its pier terminals on Franklin, Desbrosses and Barclay streets, than is made on the average to St. Johns Park, and we believe that at no greater expense. Only one shipper upon the entire line would be inconvenienced by the elimination of the surface tracks, as all others could be reached in the manner above described. We estimate the extra expense to this one shipper to be less than $500 per annum if his freight is hauled to the 60th street yard by trucks.

V. Conclusions.

(A) *In regard to an Elevated Freight Road.*

1. An elevated railroad along the waterfront for the common use of all railroads from 60th street to the Battery is, in our opinion, not now required.

2. An elevated railroad along the waterfront from 60th street to Canal street for the New York Central Railroad alone is not warranted by the probable traffic.

3. An elevated structure for freight purposes on Manhattan Island should not be constructed, except as a last resort when all other methods have failed to give necessary relief.

(B) *In Respect to the New York Central.*

1. As to the district north of 72d street, the railroad should remain at present grade and all streets be carried over the same except between 129th and 138th streets where the railroad shall be carried on a viaduct.

2. Between 30th and 60th streets—If the railroad desires to continue its road south of the 60th street yard it should be placed in a subway under 11th avenue.

3. South of 30th street—The line of the railroad should be entirely discontinued and the "unit terminal" plan substituted.

4. Should the Company not favor the subway between 60th and 30th streets, all continuous tracks below 60th street should be abolished and the method of floating its tonnage between 30th and 60th street yards be employed.

Sufficient changes could be made in both yards within six months to accomplish this.

5. Below 30th street, continuous operation of the tracks could be avoided and all patrons of the railroad accommodated by means of two additional waterfront connections which could be established in six months' time; this plan to be continued only until "unit terminals" are established.

(C) *As to Other Railroads.*

That certain piers be reconstructed and property acquired by the railroad companies for inshore terminal buildings to form unit terminals.

1. To be used separately by railroads having sufficient tonnage to warrant the same.

2. To be used jointly by two or more railroads for joint business.

(D) *General.*

1. That the present waterfront facilities of most of the railroads are not used as effectively or economically as is possible.

2. That joint operation in some cases would prove more profitable to the railroad and reduce cost to shippers.

3. That closer relations and a better understanding between railroads and between the railroads and the City would inure to the benefit of themselves and the shippers of the port.

All of which is respectfully submitted.

E. P. GOODRICH, Consulting Engineer, Borough of Manhattan; HARRY P. NICHOLS, Engineer in Charge, Division of Franchises, Board of Estimate and Apportionment.

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The Commissioner of Docks appeared and presented the following:

Department of Docks and Ferries, Pier "A," North River, March 29, 1911.

To the Hon. WILLIAM J. GAYNOR, *Mayor and Chairman of the Board of Estimate and Apportionment:*

Sir—I have to-day received a copy of the majority report to be presented by the Comptroller, President of the Board of Aldermen and President of the Borough of Manhattan, looking toward a solution of the railroad problem on the west side of Manhattan. Their report is submitted as a majority report of the Committee appointed on June 24, 1910, of which I have the honor to be a member. Since my appointment as Commissioner of Docks, and prior to then, I have been making a most careful study of the commercial necessities of the Port of New York, and I have personally visited and inspected most of the important foreign ports and best organized ports in America. I have submitted to your Honor four reports dealing with the situation on the west side of Manhattan, in each successive report endeavoring to meet criticisms and objections which have been raised, but in all of these the fundamental principle has remained unchanged, and I believe it to be the proper solution of this most difficult and complicated problem. The plans which I have prepared are the result not only of the studies and opinions of myself and my assistants, but also of the Engineering Bureau of the Department of Docks and Ferries, which has the benefit of years of knowledge and study of the waterfront and of the commercial conditions of the port; I believe that their opinion should be given very great weight in this matter, and I regret that the Sub-committee of engineers did not see fit to consult them, having apparently turned their attention principally to consultations with officials and operating men of the railroads. I have not seen the complete report of the majority of the Sub-Committee of Engineers, and am, therefore, not able to discuss the data and analysis which led them to their conclusions, but I do not believe that their plan of the so-called "unit terminals," which are in effect detached terminal units, will be practicable from an operating and engineering standpoint, nor will it serve the purpose of turning back to the City waterfront which the railroads are now using in such an extravagant manner, nor will it meet the general requirements of the commerce of the port.

The essential feature of any plan to be adopted must contemplate the better use of the Manhattan waterfront, which is so necessary for steamships and marine commerce generally, otherwise the port must lose more of its steamship commerce. I shall not discuss at length the plan which I have already submitted further than to say that with an elevated railroad, such as I have planned, under the direct control of the City, all of the railroads may be served, and terminals on the east side of West street may be established, connecting one with the other, and with all of the railroads for the free and cheap interchange of all classes of railroad freight, which is of the first importance in a modern terminal installation. With the so-called "unit terminal" there will be no possibility of inter-communication. This feature is of the greatest importance, as exemplified at the Bush terminal, and in the petition of the New York Dock Company for similar facilities. To construct isolated terminals, I believe, is a step exactly in the wrong direction. It is to perpetuate inshore, the disadvantages of separation which now characterizes the waterfront uses of Manhattan. In the "unit terminal" installation, of which nine are recommended on the North River, these are to be turned over to the railroads, whether singly or jointly, to be connected to terminal buildings on the easterly side of West street, for loading and unloading cars. If this shall be done, the waterfront where the "unit terminals" are constructed must of necessity be permanently turned over to the railroad companies, as under their plan terminals on the easterly side of West street cannot be operated without the use of the dock in front. If railroads are allowed to build expensive terminals for this purpose on the easterly side of West street, we must assure them of the permanent use of the waterfront; this necessitates giving permanently to the railroads property which the City has acquired at great expense, and will be diametrically opposed to the policy of the City in seeking to obtain a broader control over its waterfront. On the other hand, with an elevated railroad, such as I have proposed, the transfer bridges for bringing in cars between 30th and 40th streets can be built and used under the complete direction and supervision of the City, and if in the future freight tunnels or bridges shall be built, a direct connection can then be made to the elevated structure and the waterfront set aside for transfer bridges between 30th and 40th streets may then be returnd to the purposes of marine commerce, and in this way the City will retain control over its waterfront. The only way in which expansion will be possible in the "unit terminal" scheme will be by construction of additional terminals on the waterfront, involving the permanent sacrifice of valuable frontage to railroad purposes. Additional terminals on the easterly side of West street may be built and connected up with the longitudinal elevated railroad along its entire length, if necessary, and possibilities of expansion are unlimited. In other words, in the "unit terminal" scheme a large amount of waterfront which the City has acquired from private corporations, at great expense, must be turned back to the railroads and permanently divorced from City control.

The conclusions of the Engineers' Committee, that the elevated railroad for the common use of all railroads is not now required, is not in accordance with the statements of railroad officials made to me, as their principal query has been whether the installation which I have planned will be of sufficient capacity to handle the business.

Their conclusion that an elevated railroad along the waterfront for the exclusive use of the New York Central and Hudson River Railroad Company is not warranted by the traffic—my argument has always been that under no conditions should an elevated road be built for the exclusive use of any railroad.

Their conclusion that an elevated railroad for freight purposes should not be constructed on Manhattan Island, except as a last resort, in itself suggests that an elevated railroad may ultimately be necessary, and it should be observed that in the "unit terminal" installation suggested by them, there will be a very large amount of elevated railroad crossing the marginal way, and this elevated railroad which they propose will effectually block the use of the marginal way for a longitudinal elevated structure for any purpose.

I do not beieve that the nine "unit terminals" which they propose would accommodate the present railroad business. Their plans of "unit terminals," so far as I have seen them, call for very complicated switching and operation, steep grades and serious dangers of tie-ups, owing to derailments, and I am convinced that operation of these cannot be satisfactorily arranged for.

At the transfer station which I have provided between 30th and 40th streets, cars are taken off the floats, thence around a curve of radius not less than 200 feet, and thence up a ramp of easy grade to the elevated structure.

Regarding the minority report of Mr. Moore, I beg to say that the conclusions which he has arrived at are in many respects identical with my own, and he has worked quite independently of me, and I cannot agree with the criticisms made relative to his minority report. It is comprehensive and to the point, and is the result of careful and intelligent study, to which are added many facts pointing out the impracticability of the "unit terminal" installation. In addition to this, the data and facts upon which I am informed his conclusions are based, do not agree with those of the majority of the Engineering Committee.

I do not desire to go into a detailed discussion, but I will draw your attention to certain features of the majority report.

With regard to recommendations for immediate relief, I do not know of any manner in which the New York Central tracks below 30th street may be removed and traffic to St. Johns Park terminal continued. There is no available waterfront in the vicinity of Canal street which may be used for the purpose of transferring cars from floats across the marginal way to a connection with tracks on Canal street. Even if such waterfront property should be available, the movement of cars across the marginal way at grade would so dam the vehicular traffic, which is already very much congested, that it should not be permitted.

The Canal street pier is the only pier between the Battery and Gansevoort street not under lease to a railroad or a steamship company which is devoted to public wharfage for the receipt of necessary building material, supplies, etc. It will be deplorable, even temporarily, to give this pier over to a private corporation. In addition, there is an existing lease on a portion of this pier, and the Department has turned over to the Department of Street Cleaning a part of it for dumping purposes, in accordance with the provisions of the City Charter. This dump must be retained here, as there is no other place where it can be placed in that vicinity. The taking away of this, the only open wharfage for two miles, should not be considered, and my policy would be to provide more of it rather than to reduce it.

At the foot of Gansevoort street, where, I am informed, the Sub-committee of Engineers propose to erect a temporary transfer bridge for bringing the New York Central's cars to the marginal street and across, at grade, to serve present local requirements, I beg to say that this is the only available place along the lower Manhattan waterfront where pier accommodations 1,000 feet in length can be secured with reasonable promptitude. Such piers must be promptly provided as you are aware that the Federal authorities have only given a two-year permit for the pier extensions in the Chelsea district. I am now preparing plans for the construction of two such piers at this point which will be submitted in the near future, and I cannot overstate the importance of devoting this locality to such use. I see no other immediate solution for the vital necessity of providing long piers for steamships of the first class.

Laying aside the question of the merits of the so-called "unit terminal," I do not see how they could be installed without further congesting the already too congested railroad districts by reason of the necessity for giving up piers while the new installation is being made. It would seem that it would be necessary to temporarily arrange for the railroads to use certain property now occupied by steamships during the progress of the installation of the "unit terminals." This is absolutely out of the question. I do not therefore see how it will be practicable to make the installation. With my plan, an orderly development may be made, the elevated railroad should be built first and availed of as commercial requirements demand, and as it is more and more used, the waterfront properties which are now given over to the railroads may be turned back to the City for uses more advantageous to the Port as a whole.

Conditions on the west side of Manhattan should be looked at not from the point of view of one railroad or of all the railroads, but should be considered with reference

to the general commercial conditions and necessities of the Port, comprising the needs of railroads, steamships, local commerce and the proper use of the lands immediately back of the waterfront.

The elevated railroad which I have suggested meets all of these requirements.

The recommendation of the Committee, in their second paragraph, that the New York Central be requested to accept the plan of temporary operation before agreement on a permanent plan, is a procedure which will not accomplish results. Before any temporary changes are made or any disruptions of traffic permitted, a final plan should be presented and agreed to and this plan should be comprehensive enough to include both the temporary changes suggested and the permanent installation aimed at. If the New York Central shall be permitted to temporarily cross the marginal way at grade in the vicinity of Canal street without a definite plan and agreement to promptly remove these surface tracks in the near future, it may be very difficult for the City to accomplish their removal once they are down. If the Central shall be allowed to do this, the same privilege can not well be denied the other railroads, and a series of grade crossings in lower Manhattan is absolutely out of the question.

The further recommendation that the plan be referred to railroads for final decision I believe to be fundamentally wrong. This is not exclusively a railroad matter but also involves steamship interests, barge canal terminals, and river and harbor shipping. It should be considered in relation to these interests as well as the necessities of railroads or any particular railroad. The decision should be reached with reference to all and the commercial needs of the City.

I will gladly welcome the fullest discussion, but it must be borne in mind that the time has come to work out a plan which shall solve in the best manner the whole problem, which involves releasing waterfront which is not now advantageously used, providing locations for the establishment of long piers for ocean steamships, relieving the congestion at the waterfront, co-ordinating various terminals, and permitting of expansion which may in the future be found necessary. It will be absolutely wrong at this time to adopt any make-shift policy.

I regret to differ with the other members of the Committee, but cannot resist the conclusion that their recommendations will not terminate a nuisance but will perpetuate a controversy. To cut the rails of the New York Central at 60th street before an elevated railroad structure shall have been provided will deprive lower Manhattan of its only direct freight connection with the interior of the continent.

The present nuisance is indeed serious, but the remedy suggested by the majority report is still more unfortunate, and if put into effect will in my judgment be promptly abandoned.

The recommendation in paragraph 8 for a subway between 60th and 30th streets I cannot agree to as it is not in accord with my plan for a municipal marginal freight elevated railway system extending from 60th street to Washington market. The advantages of this system have been fully described in my reports. The expense of subway construction, the difficulty of making spur connections with it along the route and the expense and dangers of operation, in my judgment make a freight subway impracticable. I also think the freight line should run along the river street and not inland. Eleventh avenue should be reserved for future passenger subways.

In closing I note with satisfaction that there is no material difference of opinion regarding the treatment of the situation north of 60th street. The minority report has of necessity been hastily prepared and is submitted for the purpose of directing attention to what I consider to be fundamental defects in the majority plan and to avoid precipitant action. When I shall be supplied with the details of the majority report of the Engineers I shall be prepared to give the subject comprehensive and detailed consideration. In the meantime I should respectfully direct attention to the reports which I have already submitted in connection with this matter.

I beg to submit herewith a copy of the minority report by Mr. E. C. Moore, consulting engineer, member of the Sub-committee of Engineers.

Yours respectfully, CALVIN TOMKINS, Commissioner of Docks.

Hon. WM. A. PRENDERGAST, *Comptroller;* Hon. JOHN PURROY MITCHEL, *President, Board of Aldermen;* Hon. GEORGE MCANENY, *President, Borough of Manhattan;* Mr. CALVIN TOMKINS, *Commissioner of Docks; Committee of the Board of Estimate and Apportionment on the Removal of the 11th Avenue Tracks:*

Gentlemen—Pursuant to your instructions, dated July 5, 1910, beg to say that your committee has carefully investigated the question of the removal of the tracks of the New York Central Railroad from the surface of 11th avenue and other streets, between 60th street and St. Johns Park; also the improvement of these tracks between 60th street and Spuyten Duyvil, and the replacing of the tracks on 11th avenue or some other street, either on an elevated structure or in a subway; also the question of their elimination entirely.

Careful consideration has also been given to the question as to whether it is proper to consider the removal of the New York Central tracks by itself, or whether after these tracks have been removed, the replacing of them should not be made a part of a general freight handling system for the joint use of all of the railroads delivering freight on Manhattan Island.

In connection with this investigation the views have been sought not only of the officials of the New York Central Railroad, but of all the other railroads bringing freight into New York, and with this in view, two meetings were held with representatives from these roads, for the purpose of ascertaining from them what in their opinion was the best solution to the freight situation here; also what part their road was willing to take in the same; also as to whether their roads would enter into any joint traffic arrangement, and if not, to give an outline of their future requirements for the handling of their freight. They were asked for data showing the amount of freight handled, and the points at which the same was handled, and the classification of this freight for a period covering the past ten years.

Consultations were held with several truckmen and merchants, and a careful examination made of various plans and reports, including those of the committee appointed by the Dock Department, Messrs. George L. Morrison, William H. Burr and William P. Creighill, whose work extended from November 15, 1895, to November 16, 1897; also reports on February 19, 1903, of Mr. William Barclay Parsons; also plans and reports of Mr. William J. Wilgus, former Chief Engineer of the New York Central Railroad; also reports of the Committee of the Chamber of Commerce, dated November 7, 1907, and January 2, 1908; also report of Mr. George S. Rice, Chief Engineer of the Board of Rapid Transit Commissioners; also various plans of the New York Central Railroad, and the plans of Mr. Calvin Tomkins, the present Commissioner of Docks.

These plans and reports, with the exception of Mr. Rice's, whose plans were gotten up under a prescribed law, and the Committee from the Chamber of Commerce, recommended freight transportation of some sort along the marginal way. Most all of these reports favor an elevated railroad along the marginal street, notably that of Mr. Calvin Tomkins, the present Dock Commissioner. Messrs. Morrison, Creighill and Burr favored an elevated and surface railroad along the marginal way—the elevated for passengers and the surface for freight. Mr. Wilgus favors a subway along the entire waterfront for handling freight—the subway to be designed for the distribution of freight in small cars. The Committee appointed by the Chamber of Commerce condemn the use of an elevated railroad, because they consider that it would mean the distribution of freight in small cars, which would require the rehandling of the same. This seems to be an incorrect idea, because it does not appear that the reloading of freight into small cars has ever been considered in any of the plans, except that of Mr. Wilgus. Certainly it would seem that if an elevated or surface road or a subway is to be constructed along the marginal way for handling freight, that the same must be constructed in a way capable of handling standard freight cars, of delivering the freight in these cars, either at its destination or in freight depots established along the line, in unbroken lots. Reloading of this freight into smaller cars for final delivery would entail an extra expense which would seem to be prohibitive.

It seems that the warehouse business is comparatively small. This is owing to the present inadequate facilities for reaching such by rail, and a warehouse system would undoubtedly quickly develop if proper means of communication were provided. Freight is at present landed in freight stations or at piers, and loaded into trucks and delivered directly to the consignee, or, vice versa, from the consignor directly into cars on railroad floats at the piers. This means that freight must be immediately unloaded and carted away when received at a pier, whether coming from the railroad or consignors, and when the freight is not promptly removed, there being only a limited space on the pier, the same is stored in the street, and an inspection trip through West street at any time will show that the marginal way is piled up with freight, showing that the piers are working to their utmost capacity, and that the freight cannot be removed as fast as delivered, either by trucks or the railroads, so that it seems fair to assume that this method of delivering and receiving freight has now about reached its maximum.

This method of handling freight must be very much modified or entirely abandoned, because of its inadequacy and the certainty that the facilities along this line will become less rather than greater, as the steamship business is continually encroaching upon railroad business along the waterfront, and it seems to be the policy of the Dock Department to lend its aid to this change.

A casual examination of the streets will show that they are very much congested at the present time from trucking, and if increased facilities for getting the freight to the waterfront could be provided we would still be confronted with the trucking problem.

The Brooklyn waterfront is in a very much better shape to handle its freight than the New York waterfront. They have joint terminals combined with warehouses, through which a large amount of freight is handled in a very satisfactory manner. This freight is handled in each case by a separate company, which takes the cars from the railroad companies in New Jersey, transports them to the terminal, unloads and reloads them at a charge of from 60 to 85 cents per ton, and returns the cars to the yards in New Jersey. This handling seems to be done in a satisfactory and efficient manner, and it seems that sooner or later such freight stations must be established along the New York waterfront, with storage warehouses connected with them.

At the present time it is not the custom to any great extent to place goods in warehouse by consignees, but rather to truck them direct to their own stores, keeping them there until sold, and then to truck them back to the railroad for reshipment. This is a line in which vast improvement can be made, a saving to the consignee and a great reduction in the amount of trucking necessary in the streets. If freight terminals are established near the waterfront in Manhattan, the shipper will be best served by having these terminals placed with as great frequency as economical operation will permit, because a certain amount of freight would have necessarily to be trucked in any event. A further reduction in trucking would be secured, because certain freight would be transferred directly in cars from warehouses to piers, and reshipped out of town direct from warehouses.

While considerable capital would necessarily be involved in the construction of new and modern terminals, yet if properly arranged such would in the end prove of the greatest benefit and economy to the merchants. The trucking cost alone would certainly be reduced by a very large sum every year.

Our conversation with the railroad managers developed the fact that they are unanimously opposed to any joint terminal plan, and, while it is a fact that in Brooklyn the freight is handled very successfully and profitably at 60 cents per ton through joint terminals, and while it is true that freight handled at piers in New York costs the railroads varying prices of from $1 to $2.50 per ton, yet the railroads object to joint terminals, because they believe it would reduce their opportunities for competition, and each railroad fears that favoritism will be shown to some other road. The large railroads are particularly against this plan, because it would give the small roads a chance to get hold of freight which they have no terminal facilities for handling at the present time, but even the small roads are against the joint terminal plan. On theory they want complete control of their own business.

This proposition appears to be an erroneous one, even from the standpoint of the railroads, for the reason that joint terminals will offer very much increased facilities both for delivering and for receiving freight. Freight is now landed at a pier, for example, which is 1,000 feet long and 100 feet wide, which means that access of teams to this pier must be through one end only, this end being only 100 feet wide, and that space reduced to a narrow passageway because of the piling of freight on the pier. It is frequently the case where teams coming after freight have to get in line and wait their turn to get on the pier, and it may be that their freight is near the door and available, but because of their position in line they cannot get at it until their turn comes; meanwhile, there may be one or two trucks loading upon the pier which have the whole line blocked, and nothing can be done until they have gotten out of the way.

This is a serious handicap in the handling of freight, because of the lack of its accessibility while on the pier. If this freight was in a terminal station, properly designed, trucks could get at any portion of the station at any time without delay, and freight could be much more quickly delivered, and much more cheaply. It would be a great advantage to the truckmen, and their teams would not be delayed, and it would be a great advantage to the shippers, as they could make prompt shipment and receive their goods promptly, and it seems that the advantage of a joint terminal station far outweighs the objections, the principal objection being the reduction of competition between the roads and the possibility of freight being diverted from one road to another.

If this joint terminal were arranged in New York it would reduce the number of piers required by the railroads, and would give increased facilities to water craft along the waterfront, and a better handling of the freight, and it seems that there should be no reason why freight could not be handled in a freight terminal in New York as cheaply as it is in a freight terminal in Brooklyn, except the possible difference of interest charges on the value of the property, and this would amount to only a few cents per ton, so that in the difference between the cost of 60 cents in the Brooklyn terminals and the minimum cost of $1 on the New York piers, there ought to be sufficient margin, so that, including the interest on whatever new investment might be required, the total cost per ton of freight handling would not be increased, and the facilities would be greatly augmented, both for the shipper and the railroads.

The manager of each railroad seems to think that his road has an exclusive territory or an advantageously located pier or freight yard, and that if they ran into a joint terminal their territory would be opened up to other roads at the expense to them of a considerable loss of business.

Among the most serious objections advanced is that of favoritism, both in the consignment of freight and in delivery of cars back to the railroads. In a joint terminal the manager of each station would have a certain discretion as to which road he would consign freight for a given destination and in that way he could favor one road at the expense of another.

With regard to the delivery of cars, business is now done in a way which requires prompt delivery of freight, and each railroad has a certain hour at which fast freights depart, and shippers deliver their goods to meet these various departing schedules. It is in this prompt handling of freight that the principal competition lies, as the shipper will invariably ship goods to the customer over the road making the best delivery, freight prices being the same. It would be impossible to deliver all the cars from a joint terminal at the same time, and the railroad which would receive its cars first would be able to make the quickest delivery, and would, therefore, have a distinct advantage over its rivals.

While there is some weight in these arguments, it seems that the benefits outweigh by far the objections, even from the standpoint of the railroads. The question of discrimination as to the consignment of freight and delivery of cars seems to be one of management, discrimination existing only where the party discriminating is interested, either from actual payment of money or directly interested in the railroads. Certainly these are conditions which the railroads themselves could entirely eliminate, and as to the delivery of cars, they can be delivered under an agreed schedule, as they are at the present time from the various joint terminals in Brooklyn.

The advantages to the shippers and the consignees of freight and also to the City at large through joint terminals seem to be manifold.

First—At the present time 33 per cent. of the time of the trucks is occupied by waiting either to deliver or receive freight at the piers. This would be reduced to a minimum in a joint terminal.

Second—Shippers could deliver all their freight to the nearest terminal station, rather than carting it all over town to each of the various railroad piers or yards. This would reduce the trucking congestion and also the cost of shipping goods.

Third—Warehouses could be established at the terminal stations, which would in many cases do away with the necessity of trucking goods at all, as goods could be stored there until sold and then reshipped from the same station. This would be another saving in the cost of trucking and in the expense of shipping goods.

Fourth—It would provide a systematic method for freight handling, which would be subject to almost unlimited expansion, and this is a matter of vital importance, both to the shipper and to the railroad, for, if we assume that the present facilities are the best that can be had for the present business, all statistics seem to point to the time in the near future when they will be unable to cope with the increased demand for their use.

Fifth—If terminal stations are erected and connected with railroad tracks, it will be possible to do away with a certain amount of river congestion. Our investigation seems to show that at certain hours of the day the East River is very much congested, and navigation there is very dangerous, and while pilots have become expert and are able to handle the present business, nevertheless, conditions are such that any further increase would be a serious matter.

On the North River traffic congestion is being seriously felt also, and while it is not as bad as on the East River, in all probability it very soon will be, and, therefore, it would seem that no plan would be complete which would not include a possible relief for the river congestion. This could best be met by joint terminals connected with the railroad tracks, because a large amount of this freight can then be delivered to the tracks connecting the terminals through tunnels coming under the North River, and it would not be necessary to put the cars on floats at all. This in itself seems to be an important consideration.

Referring to that portion of your instructions which relates to the New York Central tracks between West 60th street and Spuyten Duyvil Creek, the physical changes which have been suggested by the company, first, for the elimination of grade crossings, and, secondly, for additional facilities, are as follows:

First—The elimination of grade crossings of all city streets is to be accomplished by carrying West 79th, West 96th, West 155th, West 158th, West 177th (Depot lane), and Dyckman streets over the tracks at their present grade; the present grade crossings from West 129th street to West 138th street, inclusive, are to be eliminated by raising the tracks and placing them on an elevated structure, the streets to pass under the tracks at their present grade.

Second—The present width of the roadway to be increased by about 30 feet so as to permit of the construction of an increase of the present tracks, which vary from two to five, so that there shall be six tracks for the entire distance. This requires additional land, some of which is owned by individuals, but a large part of it is land under water owned by the City.

Third—At or near Dyckman street and at or near Manhattanville important alterations and additions to the present freight yards and depots are proposed, to provide proper freight facilities for these localities, and it is proposed to reconstruct the 60th street yard so as to provide both better exchange facilities and better local freight facilities.

Fourth—Along Riverside Park, while the company has maintained that operation in the open is preferable, it has expressed its willingness to have such portion of its tracks covered over along the park as may be necessary or desirable in order to improve the appearance of the park and to add to its area, both by the space over its tracks and to such extent westerly as the City may desire to utilize.

Fifth—It is also thought possible that the conditions of the traffic in the future may warrant tunneling the Spuyten Duyvil Creek.

Sixth—The improvements being carried out, the company proposes to operate this portion of the line by electricity.

The New York Central owns its own right-of-way between West 60th street and Spuyten Duyvil, and there seems little, if anything, to be gained by modification of the grade of the tracks, except as hereinbefore stated. As to the improvements suggested, your committee deems them to be proper and necessary.

With regard to increasing the number of tracks, however, this, it would seem, should be a matter of negotiation between the City and the railroad company, as the purchase of considerable land from private individuals and from the City, and possibly some legislation, is involved.

In addition to the above your committee recommends that the drawbridge at Spuyten Duyvil be raised to the elevation of the other drawbridges over the Harlem River, viz., to an elevation giving 26 feet clear space at normal high water.

Referring to that portion of your instructions which relates to the work below West 60th street, your committee regrets to say that they have been unable to agree as to the best means of meeting the conditions there.

Your committee does agree, however, that there would be great advantage to the shipper and the City in joint terminals without detriment to the railroads.

The investigation by your committee discloses the fact that during the past forty years many plans have been advanced for the removal of the New York Central tracks from the surface of 11th avenue, and for the purpose of relieving freight congestion on the West Side. It seems, however, that there are only three of these which need to be considered:

First—The placing of the present New York Central tracks in a subway.

Second—The permanent removal of the New York Central tracks south of 30th street, and establishment in their place of additional facilities in connection with the various railroad piers by permitting the construction of elevated tracks across West street, making a connection between the piers and freight stations and warehouses located on the east side of West street or beyond.

Third—An elevated railroad along West street.

To each of these plans there are certain objections, which seem to the writer to be as follows. Taking first the objections of a subway:

First—The location of a subway. If a subway is to be built it must be built along 11th avenue, and to follow practically the present line of the New York Central tracks, as the nature of the material through which a subway would have to pass in West street, which is principally soft, black mud with timber cribs loaded with stones sunk in at various points along the street, is such as to make the construction unstable and very expensive, and would leave it in such shape after being constructed that it would be impossible to make connections to the piers and practically impossible to make connections to any buildings along the street; consequently, if a subway is to be built, it must conform practically to the present location of the New York Central tracks.

This would mean that the tracks would be at a considerable distance from the place where they are most required, viz., West street. This is the place where the greatest amount of freight is landed. It is a street which has been set aside for freight business, and it seems to be the proper place for any freight handling tracks.

The West street location is more desirable from a standpoint of city convenience, because it is quite possible that 11th avenue and Hudson street will he required before very long for a passenger subway, and space under the surface of the avenues running north and south on Manhattan is becoming more crowded and more valuable to the City every day.

Second—The matter of cost is always an important item, as additional fixed charges mean an additional cost upon freight handling, and the cost of a subway would be from two to three times that of an elevated structure for the same number of tracks, while connections with the buildings would be very much more expensive from a subway and would require the reconstruction of the foundation, if not the entire building itself, in each case.

Third—The construction of a subway is always attended with a very great disturbance to the traffic on the surface of the street, much to the detriment and injury of the property owners and business men along the street. It is also frequently the source of considerable physical damage to property.

Some of this damage and injury is in such shape that property owners and tenants can recover a considerable part of it, but some of it is in such shape that they cannot recover, particularly that class of damage which comes from the loss of business, and is usually borne by tenants and small storekeepers, rather than property owners, and is a hardship which falls upon those least able to bear it.

Fourth—If the tracks are placed in a subway, it will limit their usefulness to the delivery of freight to a freight station. It will eliminate the many advantages to merchants and factories along the line, who would have direct connection into their premises if the tracks were on the street level or on an elevated railway. This is bad in two ways: first, it increases the cost to the merchants of handling their freight, and second, it increases congestion at the freight station by carrying to the station a lot of freight which might otherwise be delivered direct.

Fifth—The flooding of the subway by broken water mains or from some other cause. If a subway is constructed, it must be placed at a considerable depth, sufficient to go below the sewers running down the cross streets. This would place the top of the roof of the subway at or below low water, and the bottom of the excavation at a depth of more than 30 feet from the surface of the street, and any flooding of the subway would cause immense loss.

Sixth—The most important objection of all to a subway comes from the operating standpoint. While it is true that the operation of passenger trains in subways has been very successful, the conditions under which they are operated are entirely different from those under which freight trains must be handled. A passenger train is made up of from five to ten cars, specially constructed to meet the designs and requirements of the subway. They travel in the same direction all the time, and carry passengers who are able to get in and out of the cars themselves, whereas in the operation of freight trains the trains are made up of forty, fifty or more cars, which must be handled at one time. These cars are of all dimensions and of various designs, and are frequently in bad repair, with loose doors, etc.

In handling a freight train it is necessary at each siding or station to detach cars and switch them into the station or siding, and in doing this it is necessary for the train to move back and forth in both directions on the same track. It is necessary for men to pass back and forth along the length of the train in order to couple and uncouple cars. Ordinarily men pass along the top of the cars, where provision is made for them to walk. In a subway they would have to pass back and forth in the space between the cars and the wall of the subway.

In the operation of a freight station it is necessary to have a certain yard space in front of the station over which cars can be shifted in and out of the station continuously. An operation of this kind would be attended with extreme difficulty in a subway. It would be slow and dangerous. It would be difficult to properly pass signals to the engineer, and during busy times trains would be switching back and forth on both tracks, and because of the interference with the light it would be impossible for trainmen to see each other at all times, and for the engineer to see trainmen, and this, taken together with the fact that the trains must be operated by electrical current, means that operation must necessarily be attended by many accidents and must also be very slow and tedious, and it is quite possible that, instead of relieving conditions on Death avenue, the conditions would be made worse; that more people would be killed in a subway than on the surface, and that those killed in a subway would be men who were there of necessity, trying to earn a living for themselves and families, while those who are killed on the surface are usually trying to steal a ride or something of the kind, and get hurt because they are where they have no right to be. It seems, therefore, that the operation in a subway must be exceedingly difficult. It certainly would be very expensive and add much to the cost of handling freight, and would involve a much larger capital investment.

Seventh—While the particular purpose for which your committee has been appointed is that of formulating a plan relating particularly to the removal of the New York Central tracks, at the same time our attention has been directed to the general question of freight handling on the West Side, and the relations of the proposed New York Central improvement to the general freight situation.

It seems necessary that in making the New York Central improvements they should be made in such a manner as to form a nucleus from which the general freight situation can expand and be brought to a more orderly condition, which will take care of future conditions as well as to relieve present ones. This would be entirely defeated if a subway be constructed for the exclusive use of the New York Central Railroad.

Eighth—If a subway were constructed it would mean that the City must surrender several miles of one of its most important thoroughfares to the exclusive use of the New York Central Railroad, whereas whatever improvement may be undertaken should be owned and its operation controlled by the City, and subject to the use of all roads doing business on Manhattan Island, and that the New York Central Road should have the privilege to use this improvement only upon equal terms with all other roads.

With regard to the second plan, the plan of freight stations connected directly with the waterfront, but without longitudinal connections between each other, there are also a number of objections:

First—This would involve the use of a pier for each freight station in a district now overcrowded with steamship business exclusively for tracks and switches, and the use of this pier would be such as to practically occupy the slips on both sides of the pier, so that it would require the use of one pier and practically the use of one side of each of the two adjoining piers. This would furnish no relief to the pier situation, and would involve a permanent lease of the pier from the City rather than a limited one.

Second—It would mean an intricate switching system, both on the lower deck of the pier and on the level of the elevated structure, all of which must be of a limited and uncertain capacity, and the layout must necessarily be such that every car must be switched back and forth over practically the entire switching system before it reaches its final location, and any derailment or disordered switch must necessarily tie up the entire operation.

Third—The maximum estimated capacity of such a station is 400 cars per day. In actual service it would probably be from 30 to 40 per cent. less. It would, therefore, be necessary to have a large number of these stations and a corresponding numbers of piers along the North River waterfront, which is entirely contrary to the present policy of the Dock Department; also a corresponding number of elevated crossings over West street.

Fourth—This plan could not be carried out in the form of joint terminals.

Fifth—It would be a privilege granted to the New York Central Railroad alone, and would have to be extended to other railroads individually when required, with the result that there would be a large number of these elevated structures crossing West street from one end to the other, as each road would require several crossings, and in the aggregate the mileage of these elevated structures would be as great as that of a single structure running along West street, with all its disadvantages and none of its advantages.

Sixth—It would not relieve the river congestion, but would rather increase it This congestion is already a serious matter. Float deliveries are particularly bad during stormy weather, and there are many days during the winter on which no delivery can be made at all. This is a serious matter, particularly when it relates to perishable goods and food supplies; and even when the weather is good the traffic at certain hours of the day has become so congested as to make navigation perilous even at the present time.

Seventh—The space between the piers and the freight station would be so limited unless an immense capital investment was made, that a proper yard for switching the cars in and out of freight stations could not be provided, and with such facilities as could be provided it is doubtful if the freight stations could ever reach anything like their calculated capacity. This seems to be one of the most serious objections to the plan, because ample room is essential in handling the cars in and out of a freight station.

Eighth—It is a fact that the freight business, like the passenger business, is principally done in a few hours of the day, and while the freight may be more easily subjected to regulation than the passenger business, nevertheless the busy hours will always exist, and the greater part of the freight will be offered during a certain few hours each day. The merchants get their orders in the morning, make up their shipments during the day and deliver their goods to the railroads in the afternoon. This is a condition which it will be difficult, if not impossible, to change, and it is a condition most unfavorable to freight stations of this character, as they are limited in their capacity at the bridge and over switches, and the successful operation of this station will be dependent upon the steady employment of all of its facilities over a period of at least twenty hours per day.

Ninth—It is open to serious question as to whether the extension of tracks across the street will at all increase the capacity of the piers. The estimated capacity of one of these stations is 150 to 300 cars per day working twenty hours to its full capacity, while the actual records show that from 315 to 330 cars are handled daily in the summer time on the Pennsylvania pier at the foot of 29th street under the same conditions, and that the piers at 27th and 28th streets handle about 200 cars per day working ten to twelve hours, so that for the very large additional investment, and the very much increased charges for freight handling, we have no assured increase in capacity.

Tenth—The cost of freight handling. This must be very large, because of the necessity of providing terminal yards in which cars must be assembled for the floats, the handling of the cars on the floats, and from the floats to the piers, the number of electric locomotives which would be required for switching, the number of men required, the danger of the cars breaking loose on the steep inclines, and the number of times the cars would have to be passed back and forth over the switches in order to get them at their proper location in the stations, are all items of expense, the total of which must be very large. To this must be added interest on the investment and all fixed charges.

Eleventh—These freight stations would not be connected, and in cases where similar arrangement has been tried, notably in Philadelphia, it is found that many cars go to the wrong station, and as these stations are not connected with each other it will be necessary where a car is landed at the wrong station that the same be loaded on a float and be sent with the outgoing freight back to the railroad yard. It would make great confusion in the yard, because the car would be with the outgoing freight when it should be with the incoming freight, and it would cause great delay and inter-

ference with the general systematic working of the yard. It would have to be gotten over to the track for the incoming freight, and when finally delivered to the right station it would be a matter of great cost and inconvenience. If such a car should be loaded with perishable goods the matter would even be worse. If a car delivered at a wrong station was not transferred to the proper one, then the consignee would have a long, expensive haul, or might refuse to accept the freight, except at the proper station.

Twelfth—Shipments could not be made from these stations direct to piers or to manufacturers in various portions of the City. It would not be possible for the merchant to store his goods in such a station and reship directly to some steamer or pier or to some other station or part of the City, and the idea of lessening trucking would not be carried out at all, nor could freight service be given individual manufacturers warehouses and markets. This alone is a matter of great importance, not only to the shipper, but in connection with the construction of terminals. The number of cars which it is necessary to take care of is very large, and such of those as can be delivered directly to the consignee would not have to go to the terminal station and take up valuable space, so that there are at least three reasons why it is desirable to have tracks that will deliver directly to the consignee.

First—Less cost for terminal stations.

Second—Less congestion of trucking.

Third—Less cost in handling the freight.

Thirteenth—The cost of these stations. This would be a very large item, running into millions of dollars and covering a large space used only for switching purposes. This would apply notably to the pier, the rental of which would be equivalent to a very large investment.

Fourteenth—Lack of ability to expand. It would not be possible to increase the capacity of a freight station once built by purchase of additional property, as the capacity of the station would be limited by the pier, and it is questionable if the full capacity of even a moderate size station could be reached by the use of only one pier.

Fifteenth—All the piers are leased for long periods, and it would be impossible to obtain any piers except those which the railroads now have, and it is quite certain that they would not consider the transformation of these piers at the present time.

Considering finally the objections to an elevated railroad, they seem to be almost entirely from an æsthetic standpoint, and even on this basis do not seem to be well founded:

First—It is objected that it is not proper to make a freight yard out of New York City or out of West street, and while this is a proper objection in a measure, at the same time it does not seem to apply in this case, for the reason that West street is now a freight yard, and freight is piled on the marginal way from one end to another, and freight sheds, permanent structures, are built at certain points along the street where freight is piled. The marginal way was designed for this purpose, and for many years has been used almost exclusively for freight business, and the stores and buildings along the street are of the class corresponding with the business of the street; therefore, the building of an elevated railroad through West street for the handling of freight would be no modification of the conditions in that street at present existing, except that cars would be substituted in large measure for packing boxes, etc.

Considering the immense amount of business done here a freight yard is necessary somewhere, and some part of the City must necessarily be made into a freight yard. West street seems best adapted for this use.

The congestion of West street by trucking is now very great, and this is due largely to the fact that the marginal street is used as a freight station, and if proper stations were provided and this freight placed in them the full width of West street and the marginal way would be available, whereas, at the present there is not more than one-half of the street available for trucking. This would mean that West street would be much less of a freight yard than it is now.

An elevated structure would occupy practically none of the street, as it would be built high enough to clear the trucking, and the columns would only occupy a very small space every 50 or 60 feet.

Second—It is objected that the elevated railroad is a step backward in New York City transportation. That this business has advanced from surface to elevated and from elevated to subway; therefore, the freight business should go in a subway, as a natural advance, and while this rule undoubtedly applies to the passenger business, it does not in any way apply to freight, for reasons hereinbefore stated.

Third—The objection is advanced that we are trying in every way to beautify the City and to rid it of unsightly structures. That an elevated railroad would be an unsightly structure, and for this reason should not be built. While it is true that this may be a strong objection to the construction of an elevated railroad, it is a fact, however, that West street is a business street, devoted to the handling of freight and to storing of freight, and pier sheds of all designs are along the street, and if an elevated structure of ornate design was placed there it is doubtful if it would injure the appearance of the street to any appreciable extent.

Fourth—The further objection is advanced that there is a popular prejudice against an elevated structure, and that the City officials would hesitate to grant the necessary privilege for such a structure, even though it might have many engineering advantages. This is another objection which undoubtedly has some force, but it does not seem sufficient to justify the condemnation of what seems to be the only real solution to the freight problem on Manhattan Island, and, furthermore, this is not a question before your Committee, but they are called upon to pass upon a design which shall best serve this purpose from a physical standpoint alone.

Fifth—The objection is also advanced that the construction of an elevated railway would involve damage to abutting property, because of noise, dirt and interference with the light. This would hardly apply, however, in this case, as the structure would be 100 feet from the nearest building. There would be no dirt, like the cinders from locomotives, as the operation would be electrical, and there would be no interference with the light, because of the distance away from the buildings. The noise would not be appreciably increased, because of the electrical operation. It is a further fact that there would be no interference with the business along the surface of the street during construction of the road, and it could be built in a much shorter time than any other structure. The estimated cost of the road complete would be $10,000,000, and the same could be completed within two years from the letting of the contract.

In the matter of operation, in the matter of safety and convenience in operation, in the matter of first cost, in the matter of the actual cost of handling freight, in the matter of convenience to shippers and merchants, certainly the elevated railroad has every advantage, and in addition to being the nucleus from which a freight handling system, with no limit to its capacity, would grow, it is quite probable that it would eventually modify the entire freight handling system, even at the piers, and instead of having simply a shed on the pier and making use of the surface of the pier, warehouses several stories high would be constructed on the piers, and in this way a far greater use gotten out of them.

In matters of this kind we often hear the criticism that in this country we are too material, that we neglect the æsthetic side in our structures and in the conduct of our business. This criticism in some instances is well founded, but we are drawing away from this condition all the time, and in The City of New York we have gone so far as to appoint a Municipal Art Commission, with authority to pass upon the architectural features of all prominent structures in the City, and, according to law, all such structures must meet with their approval from an artistic standpoint before they can be built.

It is the consideration of this æsthetic position which seems to be the main obstacle in the development of a proper freight handling system in this City, and while the æsthetic side should be given proper consideration, nevertheless, it should not be carried so far as to interfere with the welfare of the business of the City, and if the prestige long enjoyed by the merchants and manufacturers is to be continued, it must be possible for them to sell their goods at prices as low as the same goods are sold elsewhere.

Expensive freight rates alone can defeat this and drive from this City enterprises which otherwise would be here, and it seems that any move of this kind would be a mistake. That a freight handling system must be installed which would give the best service at the least cost, and this certainly can be done only by an elevated railroad.

While almost everyone is acquainted with the enormous population of The City of New York, few people realize its importance commercially and industrially. The following is quoted from the Monthly Bulletin of the Chamber of Commerce of The City of New York, dated May, 1910:

"Manufactures—New York is not only the greatest commercial city of the country but it is also the greatest industrial city. According to the census of 1905, there were in this City 20,839 manufacturing establishments, nearly one-tenth of the entire number in the United States; these had a capital of $1,042,946,487, constituting over 8 per cent. of the total industrial capital of the United States; they employed 464,716 wage-earners, who, with their families, constituted over 50 per cent. of the City's population; there is paid in wages $248,128,259 a year to these workmen, a sum equal to the entire internal revenue receipts of the United States. The total value of manufacturing products in New York City in 1905 was $1,526,523,006, a sum almost exactly equal to the total foreign commerce of the port of New York in 1909, and amounting to 10.27 per cent. of the total value of manufactured products in the United States.

"There are more manufacturing establishments, more manufacturing capital and more value of manufacturing products in New York City than in any State in the Union except the State of Pennsylvania, and, of course, the State of New York, of which this City is a part."

The Census Bureau in its Bulletin 59 says:

"New York City holds a peerless position not only in the total value of its manufactured products but in many of the individual industries, * * * and it has become the chief centre of manufactures for the United States."

It is also important that present obsolete and expensive methods be abandoned, and that new and better methods be adopted, and if this is going to be accomplished it must be brought about by some plan acceptable to the railroads, for the reason that, while it may be possible for the City to adopt a plan and make regulations which may be the best, yet they will amount to nothing unless the railroads make use of them. The railroads would prefer to maintain the methods which they now have rather than go into something which would appear to them to be unsatisfactory, but if an elevated railroad be built, with one or more joint terminals, these terminals in themselves will make a demand for cars, and the railroads will have to supply them, or, failing to supply them, the road which does supply them will get the business, and this means that all roads will be glad to furnish cars for the business they get, and as one terminal reaches its capacity others will be built. This will furnish a system which will build itself up from a beginning which we have in sight, and would insure a development which would be good for all time in freight handling.

Among reports and plans previously referred to is that of Mr. Calvin Tomkins, the present Commissioner of Docks. This is the latest of all of the reports. It is the result of a very careful study of the freight situation, covering a rather extended period, and it seems to deal more intelligently with the situation than any of the previous reports. It goes to show that the freight problem is becoming more pressing each year, and that the successful solution of it must be brought about in the near future. Mr. Tomkins recommends an elevated railroad in West street, connected with the New York Central tracks on the north, and with tracks of the various roads terminating in New Jersey, with a number of float bridges located between 30th and 40th streets on the North River. He recommends that the present large freight stations in this vicinity be remodeled into large buildings, with storage facilities and room for elevated tracks on the floors above, and the same developed into large terminal stations.

If there be criticism of this plan it is that it would create too much congestion in the vicinity of this large terminal, and that the trucking haul to this would be too long in the case of a very large number of shippers, and it would seem very desirable that instead of attempting to concentrate in one point this large percentage of freight business, that it should be distributed, and that the principle of freight handling should be distribution rather than concentration for the many reasons hereinbefore stated, and this would involve a larger elevated railroad capacity and a smaller individual freight station capacity.

In conclusion, I beg to say, that it is my opinion any improvements relating to the New York Central tracks should be made a part of a general freight handling plan covering the entire West Side and subject to the use of all railroads; and with regard to the best physical plan to accomplish this I would respectfully recommend the improvements between West 60th street and Spuyten Duyvil, hereinbefore described, and below West 60th street I would respectfully recommend the construction of a four-track elevated railway, running along West street, from West 60th street to the Battery, the same to be owned and its operation controlled by the City, and its use to be open to all railroads on an equal basis, and I would further recommend that the tracks of the New York Central Railroad south of 60th street be removed from their present location and the road required to make use of the elevated railway.

Respectfully submitted,

ERNEST C. MOORE, Consulting Engineer, 156 Nassau street, New York.

December, 1910.

Ira A. Place, Vice-President of the New York Central and Hudson River Railroad Company, appeared in its behalf.

The matter was then laid over until April 13.

New York Central and Hudson River Railroad Company.

In the matter of the application of the New York Central and Hudson River Railroad Company for permission to rearrange its tracks, switches and turnouts at or near the intersection of West 33d street and 11th avenue, and to construct, maintain and use three additional spurs in this locality, Borough of Manhattan.

This application was presented to the Board at the meeting of January 5, 1911, and referred to the Chief Engineer.

At the meeting of February 2, 1911, a report was received from the Division of Franchises, approved by the Chief Engineer, suggesting terms and conditions to govern the grant.

At the meeting of February 9, 1911, the matter was laid over awaiting the report of the Committee of the Board appointed to formulate a plan for the future operation of trains along the west side of the City.

Ira A. Place, Vice-President of the Company, appeared in favor. Clarence J. Shearn appeared in opposition.

The following was offered:

Whereas, The New York Central and Hudson River Railroad Company has presented a petition dated December 22, 1910, to the Board of Estimate and Apportionment for permission to rearrange its tracks on 11th avenue between 33d and 34th streets, in the Borough of Manhattan, and to construct, maintain and use three additional spur tracks leading into the block bounded by 32d and 33d streets, 10th and 11th avenues, for the purpose of affording additional express facilities; now, therefore, be it

Resolved, That the consent of the Corporation of The City of New York be and the same is hereby given to the New York Central and Hudson River Railroad Company, a domestic corporation, to rearrange its trackage on 11th avenue from a point about midway between 32d and 33d streets, northerly to 34th street, in the Borough of Manhattan, and to construct, maintain and use three additional spur tracks leading from its tracks in 11th avenue into the block bounded by 32d and 33d streets, 10th and 11th avenues, for the purpose of furnishing terminal facilities for an express business, the rearrangement of the said tracks and the location of the new spur tracks to be as shown upon the plan accompanying the petition and entitled:

"Plan showing location of Proposed Tracks to be constructed on Eleventh Avenue, Borough of Manhattan, to accompany application, dated Dec. 22, 1910, of the New York Central & Hudson River Railroad Co. to the Board of Estimate and Apportionment, City of New York. The New York Central & Hudson River Railroad Co., by Ira A. Place, Vice-President, Applicant."

—a copy of which is annexed hereto and made a part hereof upon the following terms and conditions:

1. Said consent shall continue only during the pleasure of the Board of Estimate and Apportionment, or its successors in authority, and shall be revocable upon sixty (60) days' notice in writing to said grantee, its successors or assigns, but in no case shall it extend beyond a term of ten (10) years from the date of the approval of this consent by the Mayor, and thereupon all rights of the said New York Central and Hudson River Railroad Company, its successors or assigns, in and upon said 11th avenue by virtue of this consent shall cease and determine.

2. The said New York Central and Hudson River Railroad Company, its successors or assigns, shall pay into the treasury of The City of New York as compensation for the privilege hereby granted, during the first term of five years the annual sum of $903, and during the second term of five years the annual sum of $948; such sums shall be paid into the City Treasury in advance on November 1 of each year, provided, however, that the first payment shall be made within sixty (60) days of the date of the approval of this consent by the Mayor, and shall be only such proportion of $903 as the time between the date of the approval of this consent by the Mayor and November 1 following bears to the whole year. Such compensation shall not be considered in any manner in the nature of a tax, but shall be in addition to any and

all taxes of whatever kind or description now or hereafter required to be paid by any ordinance of The City of New York, or by any law of the State of New York.

3. Upon the revocation or termination by limitation of this consent, the said grantee, its successors or assigns, shall at its own cost cause the said spur tracks and all appurtenances thereto, to be removed, and all that portion of 11th avenue affected by this consent to be restored to its proper and original condition, if required so to do by The City of New York or its duly authorized representatives. If the spur tracks to be constructed by the said grantee under this consent shall not be required to be removed, it is agreed that the said tracks and appurtenances shall become the property of The City of New York.

4. The consent hereby given is for the exclusive use of said grantee, and shall not be assigned either in whole or in part or leased or sublet in any manner, nor shall title, interest or property therein pass to or vest in any other person, firm or corporation whatsoever, either by the acts of the said grantee, its successors or assigns, or by operation of law, without the consent in writing of The City of New York, acting by the Board of Estimate and Apportionment or its successors in authority.

5. Said grantee shall pay the entire cost of

(a) The construction, maintenance and removal of the said tracks.

(b) The protection of all surface and subsurface structures which shall in any way be disturbed by the construction or removal of the said tracks.

(c) All changes in the sewer, water pipes or other substructures made necessary by the construction or removal of the said tracks, including the laying or relaying of pipes, conduits, sewers or other structures.

(d) The replacing or restoring of the pavement in said street which may be disturbed during the construction or removal of said tracks.

(e) Each and every item of the increased cost of any future substructure caused by the presence of said tracks.

(f) The inspection of all work during the construction or removal of the tracks as herein provided, which may be required by the President of the Borough of Manhattan, and the Commissioner of Water Supply, Gas and Electricity.

6. Before the rearrangement of the tracks and the construction of the new spurs shall be begun, the grantee shall obtain permits to do the work from the President of the Borough of Manhattan and from the Commissioner of Water Supply, Gas and Electricity. The grantee shall perform all the duties which may be imposed upon it by those officials as conditions of such permits, provided such conditions are not inconsistent with the provisions of this consent. The grantee shall submit to those officials working plans which shall include and show in detail the method of construction of the tracks and the mode of protection of all structures required by the rearrangement and construction of the tracks hereby authorized.

7. Said spur tracks shall be constructed, maintained and operated subject to the supervision and control of the proper authorities of The City of New York, who have jurisdiction in such matters under the Charter of The City of New York. The said tracks shall be operated only by steam power.

8. Said grantee, its successors or assigns, shall at all times keep the street between the rails of the spur tracks and for a distance of two feet beyond the rails on either side thereof free and clear from ice and snow.

9. Said grantee, its successors or assigns, shall keep in permanent repair the portion of the surface of the street between the rails of the spur tracks and for a distance of two feet on either side thereof, under the supervision of the proper local authorities and whenever required by them to do so, and in such manner as they may prescribe, and The City of New York shall have the right to change the material or character of the pavement of the street, and in that event, the said grantee, its successors or assigns, shall be bound to replace such pavement in the manner directed by the proper city officials, at its own expense, and the provisions as to repairs herein contained shall apply to such renewed or altered pavement.

10. This consent is subject to whatever right, title or interest the owners of abutting property or others may have in and to said 11th avenue.

11. Said grantee, its successors or assigns, shall be liable for all damages to persons or property, including the street and subsurface structures therein, by reason of the construction, operation or maintenance of said spur tracks, and it is made a condition of this consent that The City of New York assumes no liability to either persons or property on account of this consent.

12. This consent is granted upon the further and express condition that the provisions of the Railroad Law applicable thereto and all laws or ordinances now in force or which may hereafter be adopted shall be strictly complied with.

13. This consent is upon the express condition that the said grantee within sixty (60) days after its approval by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of The City of New York the sum of one thousand dollars ($1,000) either in money or securities to be approved by him, which fund shall be security for the performance of the terms and conditions of this consent, especially those which relate to the payment of the charge for the privilege and the repairs of the street pavement. In case of default in the performance by said grantee of any of such terms or conditions, The City of New York shall have the right to cause the work to be done, and the materials to be furnished for making the necessary changes, or repairs, after ten (10) days' notice in writing, and shall collect the reasonable cost thereof from the said fund without legal proceedings, or in case of default in payment of the charge for the privilege, shall collect the same with interest from such fund after ten (10) days' notice in writing to the said grantee. In case of any draft so made upon the security fund, the said grantee shall upon thirty (30) days' notice in writing pay to the Comptroller of The City of New York a sum of money sufficient to restore the said fund to the original amount of one thousand dollars ($1,000), and in default of the payment thereof, the consent hereby given may be cancelled and annulled at the option of the Board of Estimate and Apportionment of The City of New York, acting on behalf of said City. No action or proceedings, or rights under the provisions of this section, shall affect any other legal rights, remedies or causes of action belonging to The City of New York.

14. Said grantee shall give notice to the President of the Borough of Manhattan and to the Commissioner of Water Supply, Gas and Electricity in writing of its intention to begin the work hereby authorized at least forty-eight hours before such work commences. The grantee shall also give to the Board of Estimate and Apportionment notice in writing of the date on which the work is commenced and also the date on which the same is completed, not later than ten (10) days after such dates.

15. This consent shall not become operative until said grantee shall duly execute an instrument in writing, wherein said grantee shall promise, covenant and agree on its part to conform to, abide by and perform all the terms and conditions and requirements in this consent fixed and contained, and wherein said grantee shall further stipulate and agree that the permission or consent hereby granted is temporary and revocable at will by the Board of Estimate and Apportionment, and the Company hereby stipulates and agrees that on the demand of the Board of Estimate and Apportionment at any time for any reason, the Company will, at its own expense, remove the said tracks laid under the permission or consent hereby given and restore the streets to the same condition in which they were before said tracks were laid, and further, that the grant of such temporary and revocable permission or consent shall in no way prejudice the rights of the City in the pending or any future litigation between the City and the Company to remove the tracks of the Company from the streets and avenues, and from the line or route now occupied by the Company for the maintenance and operation of its railroad from Spuyten Duyvil to St. Johns Park, and file the same with the Board of Estimate and Apportionment of The City of New York within thirty days after the approval of this consent by the Mayor.

And said grantee shall promise, covenant and agree in said instrument to hold The City of New York harmless for all damages to persons or property which may result from the construction or operation of the spur tracks hereby authorized.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and Queens and the Acting President of the Borough of Richmond—13.

Negative—The President of the Board of Aldermen—3.

New York Telephone Company.

At the meeting of January 19, 1911, a communication was received from the New York Telephone Company, submitting an offer under which it agreed to make certain payments to the City and furnish telephone service to the City at one-half its regular rates, so long as no other telephone franchises were granted and no other company operated within the City, and the communication was referred to the Chief Engineer.

The Secretary presented the following:

Board of Estimate and Apportionment, Division of Franchises, City of New York, March 23, 1911.

MR. NELSON P. LEWIS, *Chief Engineer:*

Sir—In June, 1905, an independent telephone company, namely, the Atlantic Telephone Company, applied to the Board for the right or franchise to operate a telephone system within the limits of the City of New York. Public hearings were held and several reports were subsequently made by the Bureau of Franchises upon the matter.

About a year later, while the application of the Atlantic Company was under investigation by the Board, a joint communication was received from the New York Telephone Company and the New York and New Jersey Telephone Company (since been consolidated into the New York Telephone Company), in which those companies offered:

First—To pay to the City annual sums, beginning at $116,000 per annum and increasing each period of five years to $200,000 per annum during the fifth five years.

Second—To furnish telephone facilities and service for the official use of the City at fifty per cent. of the regular schedule rates.

Third—To limit its earnings to ten per cent. on the actual capital investment after caring for depreciation.

Fourth—To file an annual statement in regard to the affairs of the Company with the Comptroller.

This offer was made upon the condition that it would only continue as long as no other telephone system was established in the City and no other telephone franchises were granted.

No final action was ever taken upon either the application of the Atlantic Telephone Company or the offer contained in the joint communication of the existing telephone companies.

However, in December of last year, the Atlantic Telephone Company renewed its application and transmitted to the Board a form of contract which it is willing to accept, and in January of this year the New York Telephone Company, in a communication to the Board, renewed the offer contained in the joint communication, in a modified form. The Board therefore has still before it an application from an independent telephone company and an offer from the existing telephone company.

There is, however, a matter to which I wish to call attention which, in my opinion, has an important bearing upon the offer of the New York Telephone Company, and should be considered at this time. I refer to the case of the City vs. The Empire City Subway Company, Ltd. The Empire City Subway Company, Ltd., holds a franchise for constructing and operating underground conduits for low tension wires in the Borough of Manhattan and the portion of the Borough of The Bronx west of the Bronx River. The suit was brought for an accounting as to the cost of construction and the actual cash capital required, for a detailed statement of all money received and paid out, and a surrender of the possession of the subways under the terms and conditions of its franchise. It is alleged by the City that the books and accounts of the Company had been kept in a false and fraudulent manner and that the City has not been permitted to participate in the earnings of the Company, as contemplated by the franchise, and has, as a result, been deprived of a large revenue. A large majority interest of this Company is owned by the New York Telephone Company.

This subway property is a very important part of the New York Telephone Company's plant in the City of New York. It is in fact as important to the Company as the wires. That being the case, any differences which may arise between the City and the Company in regard to the subway situation appear to be just as important as questions affecting the franchise rights of the Company. The settlement of one without the other would not be to the best interest of the City, and I believe they cannot logically be treated separately. The suit for an accounting has been pending since November, 1903. It was referred in 1906 to three referees appointed by the court, at which time the action of the City vs. the Consolidated Telegraph and Electrical Subway Company was also referred to the same referees. That Company operates the subways in the Borough of Manhattan and the portion of the Bronx west of the Bronx River for high tension wires under a franchise which is similar to that of the Empire City Subway Company, Ltd. The allegations of the City are the same in both cases.

The evidence taken in regard to the Consolidated Telegraph and Electrical Subway Company to date consists only of that produced by the City, and even this is not as yet completed, and the Company has not presented any part of its side of the case. No testimony has been taken in the case against the Empire City Subway Company, Ltd., and I understand this will not be taken up until the other is disposed of. Examinations have been made, however, by the Commissioners of Accounts and the Law Department of the affairs of the Empire City Subway Company, Ltd., in so far as is possible from the books which they have been able to obtain, and I believe such data might be used as a basis for the settlement of the case.

Mr. Union N. Bethell, now President of the New York Telephone Company, expressed himself to me in 1906 when the telephone situation was being investigated by this Division, as perfectly willing to take up the question of the Empire City Subway Company, and settle it on an equitable basis. Some time after that the telephone matter was taken out of my hands by the Board, and nothing further was done. Whether Mr. Bethell is of this opinion at the present time, I am unable to state, but in view of the fact that it is now so important to consider the matter of the amounts due the City from the Empire City Subway Company, Ltd., while the offer of the New York Telephone Company is pending, I would request that the Board authorize me to take up this matter with Mr. Bethell and representatives of the Empire City Subway Company, Ltd., with a view to reaching some agreement as to the forfeiture of the rights and surrender of the subways, and as to the amounts due the City to date. In case the Board should see fit to take such action, a resolution directing the Engineer in Charge of the Division of Franchises to take the matter up in this manner is transmitted herewith.

Respectfully, HARRY P. NICHOLS, Engineer in Charge.

Approved: NELSON P. LEWIS, Chief Engineer.

The following was offered:

Resolved, That the Engineer in Charge of the Division of Franchises be and he hereby is directed to confer with representatives of the New York Telephone Company and the Empire City Subway Company, Ltd., with a view to recommending to the Board a basis of settlement of the case of the City vs. The Empire City Subway Company, Ltd., as to the forfeiture of rights and surrender of the subways of said Company, and as to the amounts due the City to date; and be it further

Resolved, That the Corporation Counsel and the Commissioner of Accounts be and they hereby are requested to furnish the Engineer in Charge of the Division of Franchises such data as they may possess in relation to the Empire City Subway Company, Ltd., and render to him such assistance as is within their power.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and Queens, and the Acting President of the Borough of Richmond—16.

FINANCIAL MATTERS.

The minutes of the meeting held March 23, 1911, as printed in the CITY RECORD March 29, 1911, were approved:

The following transfers of appropriations were made upon the recommendation of the Comptroller:

$50, within the appropriation made to the President of the Borough of Manhattan for the year 1910:

City of New York, Office of the President of the Borough of Manhattan, City Hall, March 8, 1911.

To the Honorable, the Board of Estimate and Apportionment:

Gentlemen—Request is hereby made for the transfer of $100 from the appropriation made to this Department, entitled:

President, Borough of Manhattan, 1910.

Bureau of Sewers:

1459. Repairs and replacements by contract or open order..... $100 00

—the same being in excess of the amount required for the purposes thereof; to the appropriation made to this Department, entitled:

President, Borough of Manhattan, 1910.

Maintenance, Public Buildings and Offices:

1474. Telephone service $100 00

—the amount of the appropriation being insufficient to meet the outstanding obligations during the year. Very truly yours,

GEORGE McANENY, President, Borough of Manhattan.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 21, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—In reference to a request of the President of the Borough of Manhattan, on March 8, 1911, for a transfer of $100 within appropriations to his office for the year 1910, I report as follows:

The proposed transfer is from the Bureau of Sewers, No. 1459, Repairs and Replacements by Contract or Open Order, to the Bureau of Public Buildings and Offices, No. 1474, Telephone Service. The amount available in No. 1459 for the year was $10,050. On March 11, 1911, there was an unencumbered balance of $2,861.31 in the account.

The appropriation for No. 1474 was $7,000. The unexpended balance on March 11 was $2,175.16. The unpaid liabilities on that date amounted to $2,215.50, leaving a deficit of $40.34. It is stated that other items will make the deficit $50.

I recommend the adoption of the attached resolution granting the request to the extent of $50. Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated to the office of the President of the Borough of Manhattan, for the year 1910, as follows:

From

Bureau of Sewers, Maintenance, including Cleaning and Repairs—

1459. Repairs and replacement by contract or open order..... $50 00

To

Bureau of Public Buildings and Offices, Maintenance of Public Buildings and Offices—

1474. Telephone Service $50 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

$100, from the appropriation made to the City Magistrates' Courts, Second Division, for the year 1910, to the City Magistrates' Courts, First Division, for the same year:

Board of City Magistrates, First Division, City of New York, 300 Mulberry Street, Manhattan, New York, March 9, 1911.

To the Honorable Board of Estimate and Apportionment, 277 Broadway, Manhattan:

Sirs—Application is hereby made for the transfer of one hundred dollars ($100) from the 1910 Appropriation Account No. 1182, Contingencies, of the Board of City Magistrates, Second Division, to the following two accounts of this Division, divided as follows:

No. 1176. General supplies	$50 00
No. 1177. Telephone service	50 00
Total	$100 00

The Chief City Magistrate of the Second Division has consented to this transfer of funds, as you will note by the enclosed copy of letter received from him.

This transfer is necessary to meet outstanding obligations of this Division, incurred in 1910, which have remained unpaid, owing to lack of funds. Very respectfully yours, PHILIP BLOCH, Chief Clerk.

Office of Chief City Magistrate, Second Division, Borough of Brooklyn, March 7, 1911.

Hon. WILLIAM McADOO, *Chief City Magistrate, First Division:*

My dear Judge—In reply to your esteemed favor of the 21st ult., I would say that we have the following balances in the several accounts of the City Magistrates' Courts, Second Division:

1182. Contingencies	$1,026 19
1180. General supplies	200 00
R. C. T. 2-D (bond fund).....	2,166 67

We have a small deficiency in our telephone account for 1910, for which we will ask a transfer from the Contingent Account for 1910. I have no objection to a transfer from any of the above accounts to make up your deficiency of $100 for the year 1910, and if you desire will forward a communication to the Comptroller to that effect.

Very respectfully yours, OTTO KEMPNER, Chief City Magistrate.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 16, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On March 9, the Chief Clerk of the Board of City Magistrates, First Division, requested transfer of $100 from an appropriation to the City Magistrates' Courts, Second Division, for the year 1910, to replenish two appropriations to the City Magistrates' Courts, First Division, for the same year. In connection therewith, I report as follows:

The proposed transfer is from Contingencies, No. 1182, $50 to go to No. 1176, General Supplies, and $50 to No. 1177, Telephone Service. The appropriation for No. 1182 was $1,600. On March 11, 1911, there was an unencumbered balance of $1,026.19 in the account. On the same date, the deficit in No. 1176 was $40.30 and in No. 1177, $50. It is stated that the transfers are necessary to liquidate the accounts. The Chief City Magistrate of the Second Division has approved the debit transfer.

I recommend the adoption of the attached resolution granting the request.

Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated for the year 1910, as follows:

From

City Magistrates' Courts, Second Division—

1182. Contingencies $100 00

To

City Magistrates' Courts, First Division—

1176. General Supplies $50 00

1177. Telephone Service 50 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

$86 within the appropriation made to the Brooklyn Disciplinary Training School for Boys for the year 1910:

The Brooklyn Disciplinary Training School for Boys, Superintendent's Office, 18th Avenue, between 56th and 58th Streets, Borough of Brooklyn, New York, March 13, 1911.

JOSEPH HAAG, Esq., *Secretary, Board of Estimate and Apportionment*, 277 Broadway, New York City:

Dear Sir—I would respectfully request your honorable Board to authorize the transfer of the following sum in order to permit of the payment of just liabilities now pending:

From Account No. 1910—1087 the sam of $100, to Account No. 1910—1090.

Trusting the same will receive your favorable consideration, I beg to remain.

Yours respectfully, ROSCOE V. WOLFE, Superintendent.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 22, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On March 13, 1911, the Superintendent of the Brooklyn Disciplinary Training School for Boys, requested the transfer of $100, within appropriations, to the School for the year 1910.

The proposed transfer is from No. 1087, Materials for Repairs and Replacements by Departmental Labor, to No. 1090, Contingencies. The appropriation for Contingencies was $2,294. It is stated that the transfer is to cover two bills, as follows:

Eastern Safe Vault Co., for moving safe, desk, etc., from 4 Court square, Brooklyn, to the Training School.....	$41 00
Emil Richardt, for services as Brass Band Instructor during December, 1910	45 00
	$86 00

It appears that the transfer of $86 will be sufficient. There is an unencumbered balance in No. 1090 to permit of the transfer.

I recommend that the request be granted to the extent of $86 by the adoption of the attached resolution. Respectfully, WM. A. PRENDERGAST, Comptroller

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated to the Brooklyn Disciplinary Training School for Boys, for the year 1910, as follows:

From

1087. Materials for Repairs and Replacements by Departmental Labor.... $86 00

To

1090. Contingencies $86 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

$975 within the appropriation made to the Tenement House Department for the year 1911:

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 24, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On March 9, 1911, the Board of Estimate and Apportionment adopted resolutions modifying salary schedules Nos. 203, 204, 206 and 207, in the Tenement House Department, for the year 1911, and transferring the sum of $10,725 from Nos. 203, 206 and 207 to No. 204. The transfer was for the schedule changes from February 1. The changes became effective on March 1, thereby reducing the necessary cash transfer to $9,750. The attached resolution provides for this amount in No. 204.

Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated to the Tenement House Department, for the year 1911, as follows:

Tenement House Department.

From

204. Salaries, Administration $975 00

To

203. Salaries, General Administration $287 50

206. Salaries, Division of Inspection Review..... 100 00

207. Salaries, Division of New Buildings, Complaints and Inspection of Pending Violations, Inspection Force..... 587 50

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication from the Comptroller requesting the transfer of $26,857.64 within the accounts of Charitable Institutions for the year 1910:

City of New York, Department of Finance, Comptroller's Office, March 21, 1911.

To the Honorable, The Board of Estimate and Apportionment:

Gentlemen—I herewith hand you a detailed statement regarding the transfers asked for under even date:

To

1193. Brooklyn Hospital—

Monthly bills accepted by the Department of Public Charities as proper public charges, as follows:

	Amount.
January	$1,158 00
February	1,208 45
March	1,128 10
April	1,034 10
May	1,073 80
June	1,245 40
July	1,306 10
August	1,433 85
September	1,466 55
October	1,474 70
November	1,274 70
December (remains unpaid)	1,392 85
Total amount of bills for year 1910.....	$15,196 60
Appropriation for year 1910	14,636 70
Deficit	$559 90
Amount of transfer requested	$559 90

1207. Church Charity Foundation of L. I. Orphan House—

Monthly bills accepted by the Department of Public Charities as proper public charges, as follows:

	Amount.
January	$536 46
February	511 07
March	575 04
April	560 57
May	615 21
June	619 39
July	637 07
August	641 89
September	616 18
October	624 86
November	597 21
December (remains unpaid)	635 46
Total amount of bills for year 1910	$7,170 41
Appropriation for year 1910	6,910 06
Deficit	$260 35
Amount of transfer requested	$260 35

1220. Hebrew Infant Asylum—

Monthly bills accepted by the Department of Public Charities as proper public charges, as follows:

	Amount.
January	$1,598 37
February	1,426 12
March	1,533 33
April	1,447 45
May	1,496 68
June	1,434 67
July	1,407 34
August	1,502 74
September	1,341 64
October	1,312 60
November	1,351 31
December ($1,141.59 remains unpaid)	1,380 80
Total amount of bills for year 1910	$17,233 05
Appropriation for year 1910	16,827 74
Deficit	$405 31
Amount of transfer requested	$405 31

1225. Hope Farm—

Monthly bills accepted by the Department of Public Charities as proper public charges, as follows:

	Amount.
January	$1,436 47
February	1,299 52
March	1,477 25
April	1,383 87
May	1,455 35
June	1,324 14
July	1,273 50
August	1,259 67
September	1,322 89
October	1,376 27
November	1,342 03
December ($1,343.77 remains unpaid)	1,353 73
Total amount of bills for year 1910	$16,304 69
Appropriation for year 1910	15,930 48
Deficit	$374 21
Amount of transfer requested	$374 21

1230. International Sunshine Branch for the Blind—

Monthly bills accepted by the Department of Public Charities as proper public charges, as follows:

	Amount.
January	$241 80
February	218 40
March	256 20
April	288 00
May	297 60
June	288 00
July	333 60
August	334 80
September	322 80
October	331 20
November	324 00
December (Remains unpaid)	356 40
Total amount of bills for year 1910	$3,592 80
Appropriation for year 1910	3,367 20
Deficit	$225 60
Amount of transfer requested	225 60

1245. New York Juvenile Asylum—

Monthly bills accepted by the Department of Public Charities as proper public charges, as follows:

	Amount.
January	$5,811 58
February	6,030 51
March	6,568 10
April	6,478 53
May	6,992 76
June	6,894 56
July	6,608 31
August	6,727 31
September	7,131 29
October	7,454 37
November	7,321 11
December ($7,296.89 remains unpaid)	7,450 02
Total amount of bills for year 1910	$81,468 45
Appropriation for year 1910	75,000 00
Deficit	$6,468 45
Amount of transfer requested	6,468 45

1238. Mission of the Immaculate Virgin for the Protection of Homeless and Destitute Children—

Monthly bills accepted by the Department of Public Charities as proper public charges, as follows:

	Amount.
January	$13,824 44
February	12,718 95
March	17,365 15
April	14,169 55
May	14,714 21
June	17,550 89
July	15,344 44
August	12,120 18
September	12,901 74
October	13,695 11
November	16,312 23
December ($6,084.57 remains unpaid)	13,433 96
Total amount of bills for year 1910	$174,150 85
Appropriation for year 1910	168,066 28
Deficit	$6,084 57
Amount of transfer requested	6,084 57

1284. Nursery and Child's Hospital—

Monthly bills accepted by the Department of Public Charities as proper public charges, as follows:

	Amount.
January	$342 06
February	350 68
March	449 94
April	442 80
May	571 36
June	513 16
July	501 99
August	490 29
September	487 16
October	563 98
November	598 24
December ($699.39 remains unpaid)	725 34
Total amount of bills for year 1910	$6,037 00
Appropriation for year 1910	5,725 28
Deficit	$311 72
Amount of transfer requested	311 72

1249. New York Eye and Ear Infirmary—

Monthly bills accepted by the Department of Public Charities as proper public charges, as follows:

	Amount.
January	$1,305 10
February	1,307 25
March	1,284 40
April	1,029 65
May	1,096 35
June	1,013 65
July	903 85
August	989 20
September	991 45
October	899 80
November	988 30
December ($1,273.55 remains unpaid)	1,328 80
Total amount of bills for year 1910	$13,137 80
Appropriation for year 1910	12,018 70
Deficit	$1,119 10
Amount of transfer requested	1,119 10

1258. Norwegian Lutheran Deaconesses' Home and Hospital—

Monthly bills accepted by the Department of Public Charities as proper public charges, as follows:

	Amount.
January	$1,058 75
February	1,051 45
March	1,203 40
April	969 85
May	767 30
June	825 85
July	891 90
August	867 30
September	827 30
October	724 29
November	795 75
December (remains unpaid)	908 65
Total amount of bills for year 1910	$10,981 79
Appropriation for year 1910	10,878 10
Deficit	$103 69
Amount of transfer requested	103 69

1274. St. Peter's Hospital—

Monthly bills accepted by the Department of Public Charities as proper public charges, as follows:

	Amount.
January	$5,289 30
February	4,519 25
March	4,905 65
April	4,524 60
May	4,382 65
June	3,852 80
July	4,141 60
August	4,183 70
September	3,691 00
October	3,564 35
November	3,441 30
December (remains unpaid)	4,122 65
Total amount of bills for year 1910	$50,618 85
Appropriation for year 1910	49,932 00
Deficit	$686 85
Amount of transfer requested	686 85

1285. St. Joseph's Hospital (New York City)—

Monthly bills accepted by the Department of Public Charities as proper public charges, as follows:

	Amount.
January	$9,494 50
February	9,553 30
March	10,802 10
April	9,576 30
May	9,341 10
June	8,393 50
July	7,506 90
August	7,177 20
September	7,303 00
October	7,970 00
November	8,256 80
December ($3,143.10 remains unpaid)	10,014 00
Total amount of bills for year 1910	$105,388 70
Appropriation for year 1910	102,245 60
Deficit	$3,143 10
Amount of transfer requested	3,143 10

1293. Sheltering Arms Nursery—

Monthly bills accepted by the Department of Public Charities as proper public charges, as follows:

	Amount.
January	$446 46
February	408 86
March	470 57
April	445 08
May	474 30
June	442 22
July	433 41
August	450 51
September	493 01
October	539 36
November	514 86
December (remains unpaid)	514 29
Total amount of bills for year 1910	$5,632 93
Appropriation for year 1910	5,526 24
Deficit	$106 69
Amount of transfer requested	106 69

1291. St. Ann's Home for Destitute Children—

Monthly bills accepted by the Department of Public Charities as proper public charges, as follows:

	Amount.
January	$3,791 75
February	3,492 42
March	3,831 20
April	3,715 51
May	3,796 40
June	3,554 00
July	3,184 07
August	3,312 00
September	3,652 83
October	3,839 54
November	3,722 77
December ($3,457.46 remains unpaid)	3,786 28
Total amount of bills for year 1910	$43,678 77
Appropriation for year 1910	43,678 02
Deficit	$0 75
Amount of transfer requested	75

1295. Seton Hospital (New York City)—

Monthly bills accepted by the Department of Public Charities as proper public charges, as follows:

	Amount.
January	$8,979 20
February	8,155 20
March	9,369 60
April	9,085 60
May	9,721 60
June	9,966 40
July	9,737 60
August	8,960 80
September	8,880 80
October	9,020 00
November	8,712 00
December ($2,146.50 remains unpaid)	9,264 00
Total amount of bills for year 1910	$109,852 80
Appropriation for year 1910	107,706 30
Deficit	$2,146 50
Amount of transfer requested	2,146 50

1301. The New York Society for the Relief of the Ruptured and Crippled—

Monthly bills accepted by the Department of Public Charities as proper public charges, as follows:

	Amount.
January	$2,151 24
February	1,878 36
March	2,235 62
April	1,941 92
May	2,091 51
June	1,831 78
July	1,956 16
August	1,957 74
September	2,160 55
October	2,412 61
November	2,174 23
December ($1,754.61 remains unpaid)	2,501 46
Total amount of bills for year 1910	$25,293 18
Appropriation for year 1910	23,915 06
Deficit	$1,378 12
Amount of transfer requested	1,378 12

1331. Philanthropic Hospital—

Monthly bills accepted by the Department of Public Charities as proper public charges, as follows:

	Amount.
January	$90 50
February	143 25
March	125 95
April	185 00
May	174 70
June	112 60
July	124 30
August	98 50
September	138 05
October	206 75
November	275 40
December (remains unpaid)	266 20
Total amount of bills for year 1910	$1,941 20
Appropriation for year 1910	1,675 00
Deficit	$266 20
Amount of transfer requested	266 20

1222. Hebrew Orphan Asylum—

Monthly bills accepted by the Department of Public Charities as proper public charges, as follows:

	Amount.
January	$13,391 39
February	11,941 10
March	13,150 32
April	12,904 11
May	13,539 89
June	13,204 32
July	13,514 82
August	13,411 32
September	12,857 50
October	13,372 75
November	12,895 75
December ($1,641.53 remains unpaid)	13,364 40
Total amount of bills for year 1910	$157,547 67
Appropriation for year 1910	155,906 14
Deficit	$1,641 53
Amount of transfer requested	1,641 53

1246. New York Infant Asylum—

Monthly bills accepted by the Department of Public Charities as proper public charges, as follows:

	Amount.
January	$9,083 56
February	8,772 75
March	9,186 14
April	9,027 10
May	8,898 98
June	8,382 44
July	8,231 97
August	7,759 23
September	8,003 43
October	8,712 76
November	8,550 75
December	8,445 98
Total amount of bills for year 1910	$103,055 09
Appropriation for year 1910	126,748 34
	$23,693 25
Transfer to New York Catholic Protectory	6,173 80
Surplus	$17,519 45

1187. Brooklyn Howard Colored Orphan Asylum—

Monthly bills accepted by the Department of Public Charities as proper public charges, as follows:

	Amount.
January	$2,181 21
February	1,993 50
March	2,217 54
April	2,190 54
May	2,245 82
June	2,074 96
July	2,132 68
August	2,067 43
September	1,988 68
October	2,052 64
November	1,980 00
December	2,008 29
Total amount of bills for year 1910	$25,133 29
Appropriation for year 1910	27,270 64
Surplus	$2,137 35

1183. Asylum of the Sisters of St. Dominic—

Monthly bills accepted by the Department of Public Charities as proper public charges, as follows:

	Amount.
January	$7,204 57
February	6,539 08
March	7,397 73
April	7,287 85
May	7,595 69
June	7,458 69
July	6,741 96
August	6,728 14
September	6,988 72
October	7,276 77
November	6,975 14
December	6,922 80
Total amount of bills for year 1910	$85,116 54
Appropriation for year 1910	85,775 88
Surplus	$659 34

1221. Hebrew Sheltering Guardian Society—

Monthly bills accepted by the Department of Public Charities as proper public charges, as follows:

	Amount.
January	$9,109 32
February	8,335 32
March	9,288 68
April	8,859 25
May	9,050 50
June	8,775 04
July	9,030 90
August	9,019 97
September	8,802 68
October	9,138 57
November	8,812 33
December	9,062 08
Total amount of bills for year 1910	$107,374 64
Appropriation for year 1910	109,924 68
Surplus	$2,550 04

1194. Bushwick Hospital—

Monthly bills accepted by the Department of Public Charities as proper public charges, as follows:

	Amount.
January	$293 20
February	316 74
March	274 75
April	239 80
May	276 20
June	295 80
July	361 60
August	337 05
September	408 30
October	357 40
November	195 90
December	150 90
Total amount of bills for year 1910	$3,507 64
Appropriation for year 1910	4,525 48
Surplus	$1,017 84

1219. Good Counsel Training School for Young Girls—

Monthly bills accepted by the Department of Public Charities as proper public charges, as follows:

	Amount.
January	$734 55
February	717 13
March	743 43
April	681 15
May	817 46
June	791 24
July	790 71
August	836 36
September	962 58
October	1,044 15
November	982 77
December	1,007 48
Total amount of bills for year 1910	$10,109 01
Appropriation for year 1910	14,067 60
Surplus	$3,958 59
Amount of transfer	2,973 62
Balance remaining	$984 97

RECAPITULATION.

	To	
1193.	Brooklyn Hospital	$559 90
1207.	Church Charity Foundation of Long Island Orphan House	260 35
1220.	Hebrew Infant Asylum	405 31
1225.	Hope Farm	374 21
1230.	International Sunshine Branch for the Blind	225 60
1245.	New York Juvenile Asylum	6,468 45
1238.	Mission of the Immaculate Virgin, etc	6,084 57
1248.	Nursery and Child's Hospital	311 72
1249.	New York Eye and Ear Infirmary	1,119 10
1258.	Norwegian Lutheran Deaconesses' Home and Hospital	103 69
1274.	St. Peter's Hospital	686 85
1285.	St. Joseph's Hospital, New York City	3,143 10
1293.	Sheltering Arms Nursery	106 69
1291.	St. Ann's Home for Destitute Children	75
1295.	Seton Hospital	2,146 50
1301.	New York Society for the Relief of the Ruptured and Crippled	1,378 12
1331.	Philanthropic Hospital	266 20
1222.	Hebrew Orphan Asylum	1,641 53
1326.	For ambulances	1,575 00
		$26,857 64

	From	
1246.	New York Infant Asylum	$17,519 45
1187.	Brooklyn Howard Colored Orphan Asylum	2,137 35
1183.	Asylum of the Sisters of St. Dominic	659 34
1221.	Hebrew Sheltering Guardian Society	2,550 04
1194.	Bushwick Hospital	1,017 84
1219.	Good Counsel Training School for Young Girls	2,973 62
		$26,857 64

Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the sum of twenty-six thousand eight hundred and fifty-seven dollars and sixty-four cents ($26,857.64) be and the same is hereby transferred from the appropriation made to charitable institutions for the year 1910, entitled and as follows:

1246.	New York Infant Asylum	$17,519 45
1187.	Brooklyn Howard Colored Orphan Asylum	2,137 35
1183.	Asylum of the Sisters of St. Dominic	659 34
1221.	Hebrew Sheltering Guardian Society	2,550 04
1194.	Bushwick Hospital	1,017 84
1219.	Good Counsel Training School for Young Girls	2,973 62
		$26,857 64

—the same being in excess of the amount required for the purposes thereof, to the appropriation to charitable institutions for the year 1910, entitled and as follows:

1193.	Brooklyn Hospital	$559 90
1207.	Church Charity Foundation of Long Island Orphan House	260 35
1220.	Hebrew Infant Asylum	405 31
1225.	Hope Farm	374 21
1230.	International Sunshine Branch for the Blind	225 60
1245.	New York Juvenile Asylum	6,468 45
1238.	Mission of the Immaculate Virgin, etc	6,084 57
1248.	Nursery and Child's Hospital	311 72
1249.	New York Eye and Ear Infirmary	1,119 10
1258.	Norwegian Lutheran Deaconesses' Home and Hospital	103 69
1274.	St. Peter's Hospital	686 85
1285.	St. Joseph's Hospital, New York City	3,143 10
1293.	Sheltering Arms Nursery	106 69
1291.	St. Ann's Home for Destitute Children	75
1295.	Seton Hospital	2,146 50
1301.	New York Society for the Relief of the Ruptured and Crippled	1,378 12
1331.	Philanthropic Hospital	266 20
1222.	Hebrew Orphan Asylum	1,641 53
1326.	For ambulances	1,575 00
		$26,857 64

—the amount of said appropriation being insufficient.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication from the Comptroller relative to the authorization of $1,600 corporate stock for the purpose of providing means to pay the award made by the Board of Assessors for damages to lot No. 9 in block 2881, Borough of The Bronx, caused by the change of grade of streets:

City of New York, Department of Finance, Comptroller's Office, March 21, 1911.

To the Honorable, the Board of Estimate and Apportionment:

Gentlemen—Pursuant to the provisions of chapter 423 of the Laws of 1903, as amended by chapter 634 of the Laws of 1905, the Board of Assessors have filed in the Department of Finance a certificate of award to Ida Bamman, made by them for damages to lot No. 9, in block 2881, in the Borough of The Bronx, City of New York, for damages caused by the abolition, discontinuance and avoidance of certain grade crossing in the City of New York, and in the change of grade of streets or the closing or partial closing of streets in connection therewith.

The amount of the award so made to Ida Bamman is the sum of sixteen hundred dollars ($1,600).

To provide means for the payment of this award, corporate stock should be issued pursuant to the provisions of section 6 of chapter 423 of the Laws of 1903 as amended by chapter 634 of the Laws of 1905.

A resolution for that purpose is herewith submitted. Respectfully,

WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That, pursuant to the provisions of section 6 of chapter 423 of the Laws of 1903, as amended by chapter 634 of the Laws of 1905, the Comptroller be and hereby is authorized to issue corporate stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to the amount of sixteen hundred dollars ($1,600), for the purpose of providing means to pay the award made by the Board of Assessors for damages to lot No. 9, in block 2881, in the Borough of The Bronx, of The City of New York, caused by the abolition, discontinuance and avoidance of certain grade crossings in The City of New York and in the change of grade of streets or the closing or partial closing of streets, in connection therewith.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented resolutions (3) of the Board of Aldermen requesting the issues of special revenue bonds (subdivision 8, section 188 of the Charter), as follows:

$5,500 to provide means for removing the deposit from the St. Nicholas avenue and Myrtle avenue sewers, Borough of Queens;

$587.50 to provide for the compensation of a Laborer employed by the Chief of the Bureau of Licenses, Mayor's Office, in the Division of Taxicabs, from April 1 to December 31, 1911;

$1,000 special revenue bonds, the proceeds to be used by the President of the Borough of The Bronx for the purpose of erecting a temporary foot bridge across the tracks of the New York and Putnam Railroad at 231st street, between Albany avenue and Boardway;

—and communications as follows:

From the Commissioner of Water Supply, Gas and Electricity relative to increasing the salaries of the Enginemen in charge of each of the pumping stations, from $1,642.50 per annum (at the rate of $4.50 per diem) to $1,750 per annum;

From the Secretary to the President of the Borough of Manhattan relative to the claim of Charles I. Eidlitz, amounting to $995.64, for electrical work in the City Hall;

(On October 16, 1908, the above claim was presented to the Board, pursuant to chapter 601, Laws of 1907, and referred to the Comptroller.)

From the Acting President of the Borough of Queens requesting an issue of $202.01 special revenue bonds (section 546 of the Charter), to reimburse account No. 1865, Bureau of Street Cleaning;

From the President of the Borough of Manhattan requesting the remission of 150 days' overtime on the contract of George W. Cobb, Jr., assignee of A. & W. Gray & Co., entered into July 29, 1909, and completed September 7, 1910, for furnishing steel filing cases, fireproof partitions, etc., in the offices of the County Clerk, Hall of Records, Borough of Manhattan.

Which were referred to the Comptroller.

The Secretary presented communications requesting the establishment of new positions and additional grades of positions, as follows:

From the Commissioner of Correction requesting the establishment of the following grades of positions:

	Incumbents.	Per Annum.
Deputy Commissioner	1	$5,000 00
Secretary of the Department	1	3,500 00
General Bookkeeper and Auditor	1	4,000 00
Mate	4	900 00
Cook	8	720 00

From the President, Borough of The Bronx requesting the establishment of the following grades of positions in the Engineering force:

Chainman and Rodman at $1,350 per annum, number of incumbents unlimited;

Computer at $900 per annum, number of incumbents unlimited;

From the Commissioner of Bridges requesting the establishment of the grades of position of Clerk at $360, $600 and $900 per annum for an unlimited number of incumbents;

From the Commissioner of Licenses requesting the establishment of the position of Law and Complaint Clerk, with salary at the rate of $2,500 per annum for one incumbent.

Communication from the Surrogate of Kings County, requesting the establishment of the following positions:

	Incumbents.	Per Annum.
Comparer	2	$1,200 00
Assistant to Index Clerk	1	1,500 00

From the President of the Borough of The Bronx, requesting the establishment of the following grades of positions in the Engineering force:

Assistant Engineer at $3,600 per annum;

Chainman at $1,350 per annum for an unlimited number of incumbents;

From the Sheriff of Queens County requesting the establishment of the position of Warden of the Queens County Jail, with salary at the rate of $3,000 per annum.

From the Secretary, Board of Education, relative to the fixing of the compensation of sundry Janitors and of Attendance Officers;

From Alfred J. Talley, Attorney for the Attendants of the Court of Special Sessions, making application for the fixing of the salary of said position at $1,500 per annum;

—and

Resolution of the Board of Aldermen requesting that the wages of the Firemen and Oilers employed in the various City departments be increased from $3 to $3.50 per diem.

Which were referred to the Committee on Salaries and Grades, consisting of the Comptroller and the President of the Board of Aldermen.

The Secretary presented communications as follows:

From the Commissioner of Bridges requesting an issue of $15,000 corporate stock for the purpose of removing the old Pelham Bridge and restoring the site;

From the Secretary, Board of Education, transmitting certified copy of resolution adopted by said Board requesting an issue of $675 corporate stock for the extension of the present iron railing fence across the front of the new lot, etc., adjoining the Brooklyn Training School for Teachers;

From the Secretary to the Committee of the Parents' Association of Public School 132, Manhattan, requesting a hearing relative to the lack of school accommodations in the Washington Heights District, Borough of Manhattan;

From John Ross Delafield enclosing petition signed by various property owners relative to an appropriation for the construction of the Henry Hudson Memorial Bridge;

From the Commissioner of Docks supplementing his communication presented to the Board at the meeting of March 23, 1911, and referred to the Corporate Stock Budget Committee, relative to the authorization of Corporate Stock for the immediate needs of said department.

Which were referred to the Corporate Stock Budget Committee, consisting of the Comptroller, the President of Board of Aldermen and the President of the Borough of Manhattan.

The Secretary presented a communication from the Board of Trustees of Bellevue and Allied Hospitals calling the attention of the Board to a protest which has been made by the architects for the new Bellevue Hospital against changes which the Department of Water Supply, Gas and Electricity has demanded to be made in the specifications for Pavilions L and M, and desiring the ruling of the Board as to whether or not these demands should be complied with.

Which was referred to the Board of Trustees, Bellevue and Allied Hospitals and to the Commissioner of Water Supply, Gas and Electricity for consultation and report.

The Secretary presented a communication from the Commissioner of Health in response to communication from U. L. Truitt relative to the petition of the Supervising Nurses of the Division of Communicable Diseases for an increase in salary.

Which was ordered filed.

(On March 23, 1911, the communication from Mr. Truitt was referred to the Commissioner of Health.)

The Secretary presented communications relative to additional rapid transit facilities as follows:

From the Glen Morris Civic League of the Borough of Queens, requesting the Board to approve the proposition submitted by the Brooklyn Rapid Transit Company;

From the Secretary of the Ozone Park Board of Trade, requesting the Board to approve the proposition submitted by the Brooklyn Rapid Transit Company;

From citizens and taxpayers of Flatbush, Brooklyn, urging that the contracts for new subways contain a provision for the construction of an extension from Flatbush, 4th and Atlantic avenues, Brooklyn, to Prospect Park station of the Brighton Beach Railroad;

From the Brooklyn League, stating that it is the sense of the Executive Committee of said league that the proposition of the Brooklyn Rapid Transit Company has most of the features that would give to Brooklyn the largest measure of transit facilities, etc., but that it does not believe that any proposition should be accepted that would shut out the Interborough Rapid Transit Company from its natural extensions in said Borough;

From the Fort Hamilton Citizens' Association, relative to the apparent neglect of pushing towards completion the 4th avenue subway as originally planned, etc.

Which were referred to the Committee of The Whole.

The Secretary presented the following resolution and report of the Commission on Standardization, approved by the Select Committee on Standardization of Sup-

plies, recommending the creation of a thoroughly equipped, adequately manned and centrally situated Standard Testing Laboratory:

(On March 16, 1911, the above report was laid over two weeks.)

Whereas, The Select Committee on Standardization of Supplies, appointed by the Board on January 14, 1910, composed of the Mayor, the Comptroller, and the President of the Board of Aldermen, has recommended the establishment of a Standard Testing Laboratory under the direct control of this Board; be it

Resolved, That this Board hereby approves of the plan for the establishment of a Standard Testing Laboratory, and be it further

Resolved, That the Committee of the Board on the Establishment of Salaries and Grades, be instructed to report upon the creation of such salary grades as may be necessary for the organization and carrying out of the work planned; and be it further

Resolved, That the Committee of the Board on the Allotment of Space in the new Municipal Building be instructed to provide adequate space in the said building for the projected Standard Testing Laboratory; and be it further

Resolved, That for the purpose of providing means for the preliminary work of organizing the new Standard Testing Laboratory, and to provide the necessary equipment and the salaries of the necessary staff of Chemists and Assistants to begin work at once in the temporary laboratory, the Board of Aldermen be requested to recommend to the Board of Estimate and Apportionment the authorization of an issue of special revenue bonds, under the provisions of subdivision 8, section 188 of the Charter, in the sum of fifteen thousand dollars ($15,000).

City of New York, Department of Finance, Comptroller's Office, February 27, 1911.

The Committee on Standardization of Supplies, Board of Estimate and Apportionment, New York City:

Sirs—The Commission on the Standardization of Supplies begs herewith to recommend the creation of a thoroughly equipped, adequately manned and centrally situated Standard Testing Laboratory for:

1. The testing of samples of all kinds of general supplies purchased by The City of New York for the use of the various Departments, and for the purpose of securing a proper audit of all claims therefor.

2. The testing of all materials used in construction work and in the laying and resurfacing of pavements, roadways and sidewalks in the five Boroughs of the Greater City.

3. The carrying on, concurrently with the routine of general testing, and along specific lines of the City's needs, of such research work as will give the various City Departments the benefit of the best available scientific knowledge, worked out practically along definite lines suggested by the routine of general testing, as indicated herein.

4. The supplying to the Commission on Standardization of the scientific and technical data now urgently required in the work of preparing adequate and efficient specifications for the purchase by the City of all kinds of supplies.

5. The simplification of the work of auditing and inspecting claims for supplies and materials furnished the City under properly drawn specifications, prepared by the Commission on Standardization and promulgated by the Board of Estimate and Apportionment, for use by all City Departments. Cooperation in preparing specifications and in auditing and inspecting claims for work done and supplies furnished thereunder, so that the City shall, by the faithful carrying out of a specifications, receive full value for money expended.

6. The gradual evolution of uniform methods and standard tests of all supplies and materials purchased for City purposes, and the promulgation to all City Departments, by means of monthly bulletins, or otherwise, of the results of such tests, and the research work based thereon. The object of the dissemination of this information would be to enable City Departments interested to know fully and accurately the results in efficiency and economy of the general practices prevailing, and experiments made by every other Department. This would prevent mistakes made by one Department being repeated in others, as at present, and make methods by which valuable results are obtained in one Department, available to all others, instead of, as at present, each Department being permitted to work independently and in comparative ignorance of what is being done by other Departments.

7. The maintenance of records showing the relative life and relative good, or bad, qualities of all materials used by City Departments in construction work, especially of materials used in the laying of pavements and sidewalks, and in the making and surfacing of streets and roadways with macadam and road oils, wood blocks, asphalt, granite setts or other materials. These records to be so kept as to inform Departments in charge of such work, not only as to the best and most suitable materials to be used, but to demonstrate, from actual tests of such roadways and sidewalks made during a course of years, the reasons for their durability or lack of durability; information of this character to be disseminated from time to time in monthly bulletins, or otherwise, for the information of all City Departments.

8. The furnishing to the Corporation Counsel's office of such technical data, taken from the results of tests, and from the official records of such tests, as might be required from time to time, to protect the City's interest in legal actions for damages involving materials and supplies furnished to, and work done for, any City Department. At the present time large amounts of money are annually expended for expert services and testimony in such actions for damages. It is submitted that such services and testimony could be furnished by the staff and official records of a Standard Testing Laboratory, in a manner and with a completeness which would much more efficiently and far more economically protect the City's interests than they are at present protectd in all such legal actions.

Considering all the purposes which the creation of a Standard Testing Laboratory would serve in increasing efficiency and promoting economy in the administration of city business, and in view of the fact that large sums are being authorized by the City to be expended for the creation of laboratories to be used purely for educational and scientific research work ($58,000 authorized February 9, 1911, to equip a new pathological laboratory in connection with the new Bellevue Hospital), the Commission respectfully recommends:

1. That a Standard Testing Laboratory be established upon the general lines indicated herein, under the direct control of the Board of Estimate and Apportionment.

2. That the laboratory be located in the new Municipal Building in Park row, when that building is ready for occupancy, and that application be made at once for the necessary space and special facilities required.

3. That a Committee of the Board of Estimate and Apportionment be appointed to report upon the establishment of such salary grades as may be necessary to secure the immediate appointment of the head of such a laboratory, in order that the organization may be planned and carried out with as little delay as possible.

4. That in order to supply present needs, especially in the making of coal tests required under the new specifications for the purchase of coal, promulgated by the Board of Estimate and Apportionment for the use of all City Departments, the operation of the small testing plant located in the Barron Building, corner of Franklin street and West Broadway, be continued. This laboratory is partially equipped with the apparatus necessary to do the testing work most urgently required under all new specifications for the purchase of supplies promulgated by the Board of Estimate and Apportionment. The Commissioner of Accounts, at the request of the Commission on Standardization, has renewed the lease of these quarters for a year from May next, and is willing to have the laboratory temporarily maintained under his nominal direction until it is transferred to the Board of Estimate and Apportionment. *That the work of this temporary laboratory shall be so planned as to form the nucleus of the new Standard Testing Laboratory and ultimately become a part of it.*

5. That special revenue bonds in the amount of $15,000 be authorized to cover the preliminary work of organizing the new Standard Testing Laboratory, and to provide the necessary equipment and the salaries of the necessary staff of Chemists and Assistants to begin work at once in the temporary laboratory at the corner of Franklin street and West Broadway. Respectfully submitted,

EDMUND D. FISHER, OTTO H. KLEIN, CHAS. N. SWIFT, HENRY BRUERE, H. RAPHAEL, J. L. PULTZ, Commission on Standardization.

W. J. GAYNOR, Mayor; WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen; Select Committee on Standardization.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented a report of the Comptroller on the matter of the request of the Acting President of the Borough of Brooklyn for approval of plans, specifications and estimate of cost for constructing relief sewer in Myrtle avenue and relief sewer in Classon avenue, submitted with communication from Acting President and statement from the Chief Engineer of Sewers in Brooklyn, also a communication from the Public Service Commission urging construction of Classon avenue relief sewer on account of the construction and operation of the 4th avenue subway, Brooklyn.

Which were laid over one week.

(On March 2, 1911, the above matter was referred to the President of the Borough of Brooklyn, the President of the Borough of The Bronx and the Comptroller, to report in two weeks.)

(On March 16 and again on March 23, 1911, the above matter was laid over for one week).

The Secretary presented a report of the Comptroller, recommending "that approval be not given" the contract as prepared by the Commissioner of Water Supply, Gas and Electricity, for furnishing and erecting fencing in the Croton Water-shed, and that it be returned to the Commissioner for a general recasting along the lines suggested in the report.

Which was laid over one week.

(On February 9, February 16, and again on February 23, the above report was laid over one week).

(On March 2, 1911, a supplemental report of the Comptroller relative to the above contract was presented to the Board, and the matter was laid over for one week and referred to a Committee, consisting of the President of the Board of Aldermen, the President of the Borough of Manhattan and the President of the Borough of Richmond).

(On March 9, March 16 and again on March 23, 1911, the above matter was laid over one week.)

The Secretary presented the following communication from the Commissioner of Records, New York County, and report of the Comptroller, relative to the request of said Commissioner for a modification of salary schedules supporting the appropriation made in the Budget for the year 1911, by including all employees of said office under Schedule No. 1990, Salaries, stating that the Corporation Counsel has advised him under date of February 24, 1911, that the resolution governing the Budget cannot be held to operate against the Commissioner of Records, in view of chapter 471, Laws of 1909; therefore, there is no necessity for modifying the Budget schedule for said office; recommending, as the simplest way of adjusting the matter, that the Commissioner be authorized to deregard the Budget schedules in auditing the payrolls of the Commissioner of Records' Office, and submitting a resolution for adoption carrying said recommendation into effect.

(On March 23, 1911, the above report was laid over for one week.)

Commissioner of Records of the County of New York, Hall of Records, Borough of Manhattan, New York City, January 16, 1911.

Hon. WILLIAM J. GAYNOR, *Mayor, Chairman, Board of Estimate and Apportionment:*

Dear Sir—I request your Board to modify your resolutions of October 31, 1910, "governing the disbursements from and accounting for appropriations for Salaries and Wages," so far as they apply to the Department of Commissioner of Records of the County of New York, so as to include all employees of that Department in one schedule under the title of "Salaries."

Those employees are not affected by the provisions of section 56 of the New York City Charter, and they cannot, any of them, be properly included in a schedule under the title of "Wages." They were each of them, including the Laborers, appointed to their positions under the provisions of the Civil Service Law and the rules of the State Civil Service Commissioners at a "salary per annum."

The employees of that Department are appointed, and their compensations are fixed, and they are continued in their positions so long as their services are required for a proper and economical conduct of the Department, under the provisions of chapter 471 of the Laws of 1909; and I respectfully suggest that the resolutions of October 31, 1910, unless they are modified as above requested, are in conflict with the provisions of that statute which amends chapter 661 of the Laws of 1906 by which the work to be required to be done by the Department of Commissioner of Records of the County of New York is defined and directed.

The conduct of that work cannot be uniform or continuous in any particular, as the character and amount of the work that can be done during any given period depends upon the existing facilities for doing the work.

Thus, until August, 1909, there were only three Laborers employed; while in December, 1910, the number had been increased to twenty-three. That was because, the file cases in the Hall of Records being completed, more Laborers were required for cleaning the records in the Court House prior to removal, and transferring them to the Hall of Records and placing them in the file cases.

When the estimate for 1911 was prepared, in July last, it was supposed that thirteen Laborers would be sufficient for 1911. But, because of the delay in getting steel file cases in the Court House, and on account of other unforeseen conditions, it has not been expedient to reduce them to that number and there are nineteen now employed instead of thirteen.

That makes it necessary to use so much of the appropriation estimated for to pay Clerks as will be required to pay the six Laborers not included in the estimate for so long as their services are needed.

Laborers are employed temporarily and only for so long as their services as Laborers are required.

The schedule submitted with the estimate for 1911 provides, as stated, for thirteen Laborers during that year; but that number will be reduced as and when their services are not required, so that while the year is begun with nineteen, there may not be half that number employed at the end of the year. As the number of Laborers is decreased, the amount of the appropriation no longer required for their pay should be used to pay Clerks, whose services can be advantageously employed, and it is the intention to appoint such Clerks when there is money so made available to pay them.

The Department being charged with a special work required to be done under exceptional conditions and subject, as it is, to unforeseen delays, it is impossible to estimate accurately in advance for its needs. It should not, therefore, be subject to restrictions, the effect of which must be to obstruct and retard work which should be expedited and completed as quickly as possible.

It is the purpose and effect of chapter 471 of the Laws of 1909 to provide for and allow what may be necessary for the proper and economical conduct of the work for which the Department was created.

The law above quoted allows $75,000 to be expended for salaries of the Department in each year. For 1911 the appropriation asked for and allowed is only $69,130, or $5,870 less than the law permits.

With the estimate for 1911 I submitted a schedule of "Salaries" which, I supposed, would be the requirement for the first part of that year. I did that with the understanding that this schedule would be modified upon my request, as necessity for such modification might exist, from time to time during the year 1911; changes having been made in the salaries schedule for the Department, as and when requested, during the years 1909 and 1910.

A change is necessary in the salary schedule of the Department for January, 1911, and other changes will be necessary hereafter for the reasons above explained.

I therefore ask your Board to modify, as above requested, the resolutions of October 31, 1910. Respectfully submitted,

WILLIAM S. ANDREWS, Commissioner of Records, County of New York.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 21, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—The Budget for 1911 appropriated $72,722 to the office of the Commissioner of Records, New York County. This was divided among seven accounts. Account No. 1990 was for salaries, and carried an appropriation of $53,770. The wages account was scheduled as follows:

1991.	Wages, Regular Employees—	
	Bookbinders, 5 at $1,200	$6,000 00
	Laborers, 13 at $720	9,360 00
		$15,360 00

On January 16, 1911, the Commissioner of Records requested that the Board of Estimate and Apportionment modify the salary and wage schedules of his office so that the salary schedule, 1990, would include all the employees in the wage schedule, 1991. He stated that he had no wages in his office, and that the Laborers and Bookbinders were salaried employees.

In order to grant the request of the Commissioner of Records it would have been necessary to transfer the money appropriated to the wage account and put it in the salary account. Also, it would have been necessary to modify the two schedules by taking the line items for Bookbinders and Laborers from the wage schedule and adding them to the salary schedule. This would have left nothing but an empty title for Account 1991.

The proposed transfer from Wages, Regular Employees, to Salaries, was clearly contrary to the resolution governing the 1911 Budget, and could not be granted under that resolution. On January 21, 1911, I asked the Corporation Counsel to advise me whether or not, in his opinion, chapter 471 of the Laws of 1909 exempted the Commissioner of Records from the operation of the resolution governing the Budget. On February 24, 1911, the Corporation Counsel transmitted his opinion in which he stated as follows:

"I cannot see how, in view of the sweeping language contained in chapter 471 of the Laws of 1909, the resolution of the Board of Estimate and Apportionment governing the Budget can be held to operate against the Commissioner of Records, New York County."

In view of the Corporation Counsel's opinion, I do not see any reason for modifying the schedules and making the necessary transfers requested by the Commissioner of Records. If the Commissioner of Records is exempt from the operation of the Budget schedules, then there is no necessity to modify the schedules for him. The Corporation Counsel states that the provisions of 4-b and 4-c of chapter 471 of the Laws of 1909 seem to vest the Board of Estimate and Apportionment and the Comptroller with no power over the Commissioner of Records; therefore I believe the simplest way to adjust this matter is for the Board of Estimate and Apportionment to adopt a resolution authorizing the Comptroller to disregard the Budget schedules in the Commissioner of Records' office in auditing payrolls.

I recommend the adoption of the attached resolution. Respectfully,
WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby authorizes the Comptroller of The City of New York to disregard the schedules for account 1990 and account 1991 in the Budget for 1911, in auditing the payrolls for the office of the Commissioner of Records of the County of New York.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication from the Acting President of the Borough of Brooklyn requesting, and report of the Comptroller recommending, a modification of salary schedule No. 1791, supporting the appropriation made in the Budget for the year 1911, for the office of the President of the Borough of Brooklyn, providing for a change in titles of Clerk, with special knowledge of statistics, and Clerk, with special knowledge of handwriting at $1,650 and $1,500 per annum, respectively, to Clerk at the same rates of compensation:

The City of New York, Office of the President of the Borough of Brooklyn, Brooklyn, March 10, 1911.

Hon. WILLIAM A. PRENDERGAST, *Comptroller:*

Dear Sir—I respectfully request that you kindly recommend to the Board of Estimate and Apportionment the adoption of a resolution modifying salary schedule No. 1791, which at present reads as follows:

Clerk with special knowledge of handwriting	$1,500 00
Clerk with knowledge of statistics	1,650 00
—to read	
Clerk	$1,500 00
Clerk	1,650 00

The reason for this modification is to drop from the title of Clerk the additional titles as shown above, in accordance with arrangement made with the Civil Service Commission. Yours very truly,

L. H. POUNDS, Acting Borough President.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 22, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On March 10, 1911, the Acting President of the Borough of Brooklyn requested modification of salary schedule No. 1791, Administration, Bureau of Sewers, in his office for the year 1911. In connection therewith I report as follows:

It is proposed to change the titles of Clerk, with special knowledge of handwriting, at $1,500 per annum, and Clerk, with knowledge of statistics, at $1,650 per annum, to Clerk, at the same rates of compensation. The Municipal Civil Service Commission has approved the change.

The following table shows the schedule changes in detail.

Account No.	Schedule Line.	Schedule Transfer. Decrease.	Schedule Transfer. Increase.	Cash Transfer. Decrease.	Cash Transfer. Increase.
1791.	Clerk, with special knowledge of handwriting, 1 at $1,500.	$1,500 00	.....	$1,250 00	.....
	Clerk, with knowledge of statistics, 1 at $1,650	1,650 00	.....	1,375 00	.....
	Clerk, at $1,500	.....	$1,500 00	.....	$1,250 00
	Clerk, at $1,650	.....	1,650 00	.....	1,375 00
		$3,150 00	$3,150 00	$2,625 00	$2,625 00

I recommend the adoption of the attached resolution approving the request.
Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the office of the President of the Borough of Brooklyn, for the year 1911, as follows:

President of the Borough of Brooklyn, Bureau of Sewers, Administration—

1791.	Salaries:	
	Superintendent	$5,000 00
	Assistant Superintendent, Maintenance and Repairs	2,250 00
	Clerk	2,550 00
	Clerk	2,100 00
	Clerks, 2 at $1,800	3,600 00
	Clerks, 2 at $1,650	3,300 00
	Clerk	1,500 00
	Clerk	1,050 00
	Stenographer and Typewriter	1,200 00
	Typewriter Copyist	1,050 00
	Inspectors of Sewers and Basins, 8 at $1,200	9,600 00
	Inspectors of Sewer Connections, 12 at $1,200	14,400 00
	Messenger	1,050 00
	Automobile Engineman, 1 at $3 per diem, (365 days)	1,095 00
		$49,745 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication from the Department of Water Supply, Gas and Electricity requesting, and report of the Comptroller recommending, a modification of salary schedule No. 523, supporting the appropriation made in the Budget for the year 1911 for said Department providing for change in title of Measurer to Inspector and of General Inspector to Inspector at the same rates of compensation; to fill a vacancy in the grade of Clerk at $1,500 per annum by the appointment of a Clerk at $1,350 per annum and to increase the salary of a Clerk from $900 to $1,050 per annum:

Department of Water Supply, Gas and Electricity, Commissioner's Office, 13-21 Park Row, City of New York, March 1, 1911.

Mr. JOSEPH HAAG, *Secretary, Board of Estimate and Apportionment:*

Dear Sir—I wish to fill by transfer a Clerk at $1,350, a position now vacant, the salary of which is $1,500, and to use the remaining $150 as an increase of salary to a second-grade Clerk.

A modification of the salary schedule supporting account No. 523, entitled "Water Supply, Boroughs of Manhattan and The Bronx, Distribution, Water Registration, Permits and Revenue Collection," will be necessary, and such modification is enclosed.

Yours truly, HENRY S. THOMPSON, Commissioner.

Water Supply, Boroughs of Manhattan and The Bronx, Distribution, Water Registration, Permits and Revenue Collection, The Bronx—

523.	Salaries:	
	Water Register	$3,000 00
	Cashier	2,500 00
	Clerks, 2 at $1,650	3,300 00
	Clerk	1,350 00
	Clerk	1,200 00
	Clerks, 4 at $1,050	4,200 00
	Clerks, 7 at $900	6,300 00
	Inspector	1,800 00
	Inspector	1,500 00
	Inspector	1,350 00
	Inspectors, 2 at $1,200	2,400 00
	Inspectors, 20 at $1,100	22,000 00
	Stenographers and Typewriters, 2 at $1,200	2,400 00
	Messenger	1,200 00
	Telephone Operator	900 00
	Automobile Engineman	1,200 00
		$56,600 00

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 21, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On March 1, 1911, the Commissioner of Water Supply, Gas and Electricity requested modification of the 1911 schedule for salaries, Bureau of Water Registration, Permits and Revenue Collection, The Bronx. In connection therewith, I report as follows:

It is proposed to change the title of Measurer to Inspector, for four incumbents, and of General Inspector to Inspector, for one incumbent. The rates of compensation are to remain the same. The new titles have been approved by the Municipal Civil Service Commission.

A vacancy in the grade of Clerk at $1,500 per annum is to be filled by an incumbent at $1,350. It is proposed to use the $150 released to increase the compensation of William F. Malarkey, a Clerk, from $900 to $1,050 per annum. Mr. Malarkey was transferred from the Department of Finance on March 28, 1910, at the present rate.

The following table shows the line item changes in detail:

Account No.		Schedule Transfer. Decrease.	Schedule Transfer. Increase.	Cash Transfer. Decrease.	Cash Transfer. Increase.
523.	Clerk, 1 at $1,500	$1,500 00	.....	$1,250 00	.....
	Clerk, at $1,350	.....	$1,350 00	.....	$1,125 00
	Clerks, 3 at $1,050	.....	1,050 00	.....	875 00
	Clerks, 8 at $900	900 00	.....	750 00	.....
	Measurer, 1 at $1,500	1,500 00	.....	1,250 00	.....
	Inspector, at $1,500	.....	1,500 00	.....	1,250 00
	Measurer, 1 at $1,350	1,350 00	.....	1,125 00	.....
	Inspector, at $1,350	.....	1,350 00	.....	1,125 00
	Measurers, 2 at $1,200	2,400 00	.....	2,000 00	.....
	Inspectors, at $1,200	.....	2,400 00	.....	2,000 00
		$7,650 00	$7,650 00	$6,375 00	$6,375 00

The modification involves no change in the schedule total.

The adoption of the attached resolution will grant the request.

Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the Department of Water Supply, Gas and Electricity for the year 1911, as follows:

Department of Water Supply, Gas and Electricity.

Water Supply, Boroughs of Manhattan and The Bronx, Distribution, Water Registration, Permits and Revenue Collection, The Bronx—

523.	Salaries:	
	Water Register	$3,000 00
	Cashier	2,500 00
	Clerks, 2 at $1,650	3,300 00
	Clerk	1,350 00
	Clerk	1,200 00
	Clerks, 4 at $1,050	4,200 00
	Clerks, 7 at $900	6,300 00
	Inspector	1,800 00
	Inspector	1,500 00
	Inspector	1,350 00
	Inspectors, 2 at $1,200	2,400 00
	Inspectors, 20 at $1,100	22,000 00
	Stenographers and Typewriters, 2 at $1,200	2,400 00
	Messenger	1,200 00
	Telephone Operator	900 00
	Automobile Engineman	1,200 00
		$56,600 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communications from the Department of Health requesting, and report of the Comptroller recommending a modification of salary schedules Nos. 296, 322, 364 and 374, supporting the appropriation made in the Budget for the year 1911, for said Department, providing for an increase in salary of the Assistant Director of Bacteriological Laboratories from $1,800 to $2,100 per annum; for the elimination of an Assistant Director of Bacteriological Laboratories at $1,800 per annum and the addition of one at $1,500 per annum and the transfer of two Clerks from one division to another, involving the transfer of $900:

Department of Health, City of New York, S. W. Corner 55th Street and Sixth Avenue, Borough of Manhattan, Office of the Secretary, New York, March 9, 1911.

Hon. JOSEPH HAAG, *Secretary, Board of Estimate and Apportionment, 277* Broadway:

Sir—At a meeting of the Board of Health, of the Department of Health, held March 7, 1911, the following resolution was adopted:

Resolved, That the Board of Estimate and Apportionment be and it is hereby respectfully requested to transfer the sum of $900 from the appropriation made to the Department of Health for the year 1911, entitled and as follows:

Code No. 296. General Administration, Office of the Sanitary Superintendent, Salaries $900 00

—the same being in excess of the amount required for the purposes thereof, to the appropriation made to the same Department for the same year entitled:

Code No. 322. General Administration, Division of Child Hygiene, Salaries $225 00

Code No. 364. General Administration, Division of Food Inspection, Salaries $675 00

—the amount of said appropriations being insufficient.

A true copy. EUGENE W. SCHEFFER, Secretary.

Department of Health, City of New York, S. W. Corner 55th Street and Sixth Avenue, Borough of Manhattan, Office of the Secretary, New York, March 9, 1911.

Hon. JOSEPH HAAG, *Secretary, Board of Estimate and Apportionment, 277* Broadway:

Sir—At a meeting of the Board of Health, of the Department of Health, held March 7, 1911, the following resolution was adopted:

Resolved, That the Board of Estimate and Apportionment be and it is hereby requested to approve of the following further changes and modifications in the schedules supporting the appropriations for salaries and for wages included in the Budget for the year 1911:

Supporting Schedule to No. 374.—Laboratories, Research and Vaccine, Salaries:

Strike out item "2 Assistant Directors of Bacteriological Laboratories at $1,800, $3,600."

Change item "Assistant Director of Bacteriological Laboratories, $2,100," to read "2 Assistant Directors of Bacteriological Laboratories at $2,100, $4,200."

Change item "5 Bacteriologists at $1,500, $7,500," to read "6 Bacteriologists at $1,500, $9,000."

A true copy. EUGENE W. SCHEFFER, Secretary.

Department of Health, City of New York, S. W. Corner 55th Street and Sixth Avenue, Borough of Manhattan, Office of the Secretary, New York, March 9, 1911.

Hon. JOSEPH HAAG, *Secretary, Board of Estimate and Apportionment, 277* Broadway:

Sir—At a meeting of the Board of Health, of the Department of Health, held March 7, 1911, the following resolution was adopted:

Resolved, That the Board of Estimate and Apportionment be and it is hereby requested to approve of the following further changes and modifications in the schedules supporting the appropriations for salaries and for wages included in the Budget for the year 1911:

Supporting Schedule to No. 296.—General Administration, Office of the Sanitary Superintendent, Salaries:

Change item "Clerks, 4 at $900, $3,600," to read "Clerks, 3 at $900, $2,700."

Change item "Clerks, 3 at $300, $900," to read "Clerks, 2 at $300, $600."

Supporting Schedule to No. 322.—General Administration, Division of Child Hygiene, Salaries:

Change item "Clerks, 4 at $300, $1,200," to read "Clerks, 5 at $300, $1,500."

Supporting Schedule to No. 364.—Administration, Division of Food Inspection, Salaries:

Insert item "Clerk, $900."

A true copy. EUGENE W. SCHEFFER, Secretary.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 22, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—In reference to requests of the Board of Health, on March 7, 1911, for modification of four schedules of salaries in the Department of Health for the year 1911, and including the transfer of $900, I report as follows:

An extra allowance of $25,000 was made in the Budget for the extension of the work of the Research and Vaccine Laboratories. The General Director of the Laboratories states that increased efficiency is planned by changes in the staff, and it is proposed to increase the compensation of Dr. D. W. Poor, an Assistant Director of Bacteriological Laboratories from $1,800 to $2,100 per annum. Dr. Poor has been in the service of the Department for twelve years, and is in charge of the production of vaccine for hydrophobia. Another Assistant Director of Bacteriological Laboratories, at $1,800 per annum, is to be dropped, and a Bacteriologist, at $1,500 per annum, is to be added.

The transfer is requested of a Clerk, at $900 per annum, from No. 296, Office of the Sanitary Superintendent, to No. 364, Division of Food Inspection, and of a Clerk at $300 per annum, from No. 296 to No. 322, Division of Child Hygiene.

The following table shows the changes in detail:

Account No.	Schedule Line.	Schedule Transfer. Decrease.	Schedule Transfer. Increase.	Cash Transfer. Decrease.	Cash Transfer. Increase.
296.	Clerks, 4 at $900	$900 00	.....	$675 00	.....
	Clerks, 3 at $300	300 00	.....	225 00	.....
322.	Clerks, 4 at $300	.....	$300 00	.....	$225 00
364.	Clerk, at $900	.....	900 00	.....	675 00
374.	Assistant Director of Bacteriological Laboratories, at $2,100	.....	2,100 00	.....	1,575 00
	Assistant Directors of Bacteriological Laboratories, 2 at $1,800	3,600 00	.....	2,700 00	.....
	Bacteriologists, 5 at $1,500	.....	1,500 00	.....	1,125 00
		$4,800 00	$4,800 00	$3,600 00	$3,600 00

The request is within the appropriations.

The adoption of the attached resolutions will grant the request.

Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of schedules, as revised, for the Department of Health for the year 1911, as follows:

Department of Health, General Administration, Office of the Sanitary Superintendent—

296. Salaries:

Sanitary Superintendent	$7,000 00
Assistant Sanitary Superintendents, 5 at $3,500	17,500 00
Medical Inspector	2,550 00
Sanitary Engineer	2,400 00
Sanitary Inspector	1,500 00
Clerks, 3 at $1,500	4,500 00
Clerks, 3 at $1,200	3,600 00
Clerks, 3 at $900	2,700 00
Clerk	750 00
Clerk	540 00
Clerks, 3 at $480	1,440 00
Clerks, 2 at 300	600 00
Stenographer and Typewriter	1,200 00
Stenographer and Typewriter	900 00
Stenographer and Typewriter	750 00
Stenographer and Typewriter	600 00
Typewriting Copyist	750 00
Typewriting Copyist	600 00
Automobile Enginemen, 6 at $1,200	7,200 00
Unassigned balance	60 00
	$57,140 00

Administration, Division of Child Hygiene—

322. Salaries:

Medical Inspector	$3,000 00
Medical Inspector	2,550 00
Medical Inspector	1,950 00
Medical Inspectors, 13 at $1,500	19,500 00
Medical Inspectors, 144 at $1,200	172,800 00
Nurse	1,200 00
Nurses, 141 at $900	126,900 00
Clerk	1,500 00
Clerk	1,200 00
Clerk	1,050 00
Clerks, 2 at $900	1,800 00
Clerks, 3 at $540	1,620 00
Clerks, 4 at $480	1,920 00
Clerks, 5 at $300	1,500 00
Typewriting Copyist	900 00
Typewriting Copyist	750 00
Typewriting Copyists, 2 at $600	1,200 00
	$341,340 00

Administration, Division of Food Inspection—

364. Salaries:

Inspector of Foods	$3,000 00
Inspector of Foods	1,800 00
Inspectors of Foods, 4 at $1,500	6,000 00
Inspectors of Foods, 24 at $1,200	28,800 00
Sanitary Inspector	1,200 00
Veterinarians, 3 at $1,200	3,600 00
Clerk	900 00
Clerk	480 00
Typewriting Copyist	750 00
Stenographer and Typewriter	600 00
	$47,130 00

Laboratories, Research and Vaccine—

374. Salaries:

General Director of Bacteriological Laboratories	$5,000 00
Assistant Director of Bacteriological Laboratories	3,000 00
Assistant Directors of (Hospital) Bacteriological Laboratories, 2 at $2,100	4,200 00
Assistant Director of Vaccine Laboratory	1,800 00
Medical Inspector	3,000 00
Medical Inspector	1,800 00
Medical Inspector	1,200 00
Chemist	1,800 00
Bacteriologists, 2 at $1,800	3,600 00
Bacteriologists, 6 at $1,500	9,000 00
Bacteriologists, 8 at $1,200	9,600 00
Pathologist	1,200 00
Clerk	1,050 00
Clerk	480 00
Unassigned balance	600 00
	$47,330 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of Section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated to the Department of Health for the year 1911, as follows:

From

296. General Administration, Office of the Sanitary Superintendent—Salaries	$900 00

To

322. Administration, Division of Child Hygiene—Salaries	$225 00
364. Administration, Division of Food Inspection—Salaries	675 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication from the Court of General Sessions, New York County, requesting, and report of the Comptroller recommending, the modification of salary schedule for said Court for the year 1911, providing for the increase in salary of four Attendants from $1,200 to $1,500 per annum:

Court of General Sessions of the Peace, County of New York, Clerk's Office, March 13, 1911.

Hon. WILLIAM A. PRENDERGAST, *Comptroller of The City of New York,* 280 Broadway, New York City:

Dear Sir—I enclose herewith certified copy of a resolution adopted by the Judges of the Court of General Sessions, upon the 21st day of February, 1911, increasing the salary of Joseph M. O'Neill, Jerome A. Manning, Abraham A. Mullins and Winfield Sullivan, Court Attendants, from the sum of $1,200 per annum to $1,500 per annum, such increase to take effect March 1, 1911.

In view of such increase, request is hereby made for a modification of the schedule of salaries (No. 1970) supporting the budget for the year 1911 for the Court of General Sessions, by changing the line "Attendant, $1,500" to read "Attendants, 5 at $1,500—$7,500"; by omitting the line "Attendants, 4 at $1,200—$4,800"; and by changing the line "Unassigned balance, $2,700" to read "Unassigned balance, $1,500."

This request is made for the purpose of having the schedule conform to the actual payroll conditions of this Department.

Very respectfully yours, EDWARD R. CARROLL, Clerk of Court.

Court of General Sessions of the Peace of The City and County of New York, in and for the County of New York, March 13, 1911.

I certify that the annexed is a copy of a certain resolution now on file in the Clerk's office, and that the same has been compared by me with the original, and is a correct transcript therefrom, and of the whole of said original.

[SEAL] EDWARD R. CARROLL, Clerk of Court.

Court of General Sessions of the Peace, City and County of New York, Clerk's Office, February 21, 1911.

In pursuance of the provisions of chapter 696 of the Laws of 1910, and in accordance with the rules of the State Civil Service Commission, we, the Judges of the Court of General Sessions of the Peace, County of New York, hereby increase the salary of the following Court Attendants of the Court of General Sessions of the Peace, New York County, viz.:

Name and Address.	Date of Appointment.
Joseph M. O'Neill, 678 East 138th street, New York City	Jan. 1, 1910
Jerome A. Manning, 2038 Hughes avenue, New York City	Jan. 1, 1910
Abraham A. Mullins, 227 Columbus avenue, New York City	May 1, 1910
Winfield Sullivan, 505 West 141st street, New York City	May 10, 1910

—from the sum of twelve hundred dollars ($1,200) per annum to the sum of fifteen hundred dollars ($1,500) per annum, such increase to take effect on the first day of March, 1911.

OTTO A. ROSALSKY, THOS. C. T. CRAIN, EDWARD SWANN, JOSEPH F. MULQUEEN, JAMES T. MALONE, WARREN W. FOSTER, Judges of the Court of General Sessions, New York County.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 24, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On March 13, 1911, the Clerk of the Court of General Sessions, County of New York, requested modification of the 1911 salary schedule, for the Court, to provide for an increase in compensation from $1,200 to $1,500 per annum, for four Court Attendants. In connection therewith I report as follows:

On February 21, 1911, the Judges of the Court adopted a resolution for the proposed increases, pursuant to the provisions of chapter 696, Laws of 1910, and in compliance with the rules of the State Civil Service Commission. The law empowers the Judges to fix the compensation of attendants to a sum not exceeding $1,800 per annum. The four incumbents were appointed on January 1, 1910. The $1,000 necessary for the rest of the year is available in an unassigned balance. The following table shows the schedule changes in detail:

Account No.	Schedule Line.	Schedule Transfer. Decrease.	Schedule Transfer. Increase.	Cash Transfer. Decrease.	Cash Transfer. Increase.
1970.	Attendant, at $1,500	.....	$6,000 00	.....	$5,000 00
	Attendants, 4 at $1,200	$4,800 00	.....	$4,000 00	.....
	Unassigned balance	1,200 00	.....	1,000 00	.....
		$6,000 00	$6,000 00	$5,000 00	$5,000 00

I recommend approval of request by the adoption of the attached resolution.
Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the Court of General Sessions, County of New York, for the year 1911, as follows:

Judges, 7 at $15,000	$105,000 00
Clerk	5,000 00
Deputy Clerks, 10 at $4,000	40,000 00
Deputy Clerk	3,000 00
Assistant Clerk	4,000 00
Record Clerks, 9 at $2,000	18,000 00
Stenographers, 6 at $2,500	15,000 00
Interpreters, 5 at $2,000	10,000 00
Warden, Grand Jury	2,000 00
Attendants, 57 at $1,800	102,600 00
Attendants, 5 at $1,500	7,500 00
Unassigned balance	1,500 00
	$313,600 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens, and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication from the Department of Parks, Boroughs of Brooklyn and Queens, requesting, and report of the Comptroller recommending, the modification of salary schedule No. 1168 supporting the appropriation made in the Budget for the year 1911, for said Department providing for the increased compensation of a Tinsmith and Roofer from $4.50 to $4.75 per diem, in accordance with the prevailing rate established for City departments by the Board of Estimate and Board of Aldermen, the necessary sum to be provided by decreasing the number of days from 303 to 277:

The City of New York, Department of Parks, Boroughs of Brooklyn and Queens, Litchfield Mansion, Prospect Park, Borough of Brooklyn, March 20, 1911.

To the Honorable Board of Estimate and Apportionment of the City of New York:

Gentlemen—Pursuant to a resolution adopted by your honorable Board on February 9, 1911, the Board of Aldermen concurring on February 28, 1911, you are hereby respectfully requested to change the line item in account "1168. General Maintenance, Mechanical Force, Wages, Regular Employees," by eliminating the line item

Tinsmith and Roofer, at $4.50 per day (303 days)	$1,363 50

—and inserting in lieu thereof

Tinsmith and Roofer, at $4.75 per day (277 days)	$1,315 75
Balance unassigned	47 75
	$1,363 50

—not changing thereby the total appropriation. Very truly yours,
M J. KENNEDY, Commissioner.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 24, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—In reference to a request from the Commissioner of Parks, Boroughs of Brooklyn and Queens, on March 20, 1911, for a modification of the 1911 Schedule No. 1168—General Maintenance, Mechanical Force, Wages, Regular Employees, I report as follows:

The modification is for an increase in the compensation of a Tinsmith and Roofer, from $4.50 to $4.75 per diem. On March 14, 1911, the grade of Tinsmith and Roofer, at $4.75 per diem, was established at the prevailing rate for City departments, pursuant to the provisions of section 56 of the Greater New York Charter. The necessary sum is to be provided by decreasing the number of days from 303 to 277, thereby leaving a balance unassigned of $47.75. The following table shows the changes in detail:

Account No.	Schedule Line.	Schedule Transfer. Decrease..	Schedule Transfer. Increase.	Cash Transfer. Decrease.	Cash Transfer. Increase.
1168.	Tinsmith and Roofer, 1 at $4.50 per day (303 days)	$1,363 50	.....	$1,026 00	.....
	Tinsmith and Roofer, at $4.75 per day (277 days)	.....	$1,315 75	.....	$992 75
	Balance unassigned	.....	47 75	.....	33 25
		$1,363 50	$1,363 50	$1,026 00	$1,026 00

I recommend the adoption of the attached resolution granting the request.
Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule as revised, for the Department of Parks, Boroughs of Brooklyn and Queens, for the year 1911, as follows:

Department of Parks, Boroughs of Brooklyn and Queens.

General Maintenance, Mechanical Force—

1168. Wages, Regular Employees:	
Foreman of Mechanics, 2 at $5 per day (365 days)	$3,650 00
Carpenters, 9 at $5 per day (303 days)	13,635 00
Carpenter, 1 at $5 per day (277 days)	1,385 00
Plumbers, 5 at $5 per day (277 days)	6,925 00
Tinsmith and Roofer, 1 at $4.75 per day (277 days)	1,315 75
Wheelwrights, 3 at $3.50 per day (303 days)	3,181 50
Painters, 5 at $4 per day (303 days)	6,060 00
Letterers, 2 at $4 per day (303 days)	2,424 00
Horseshoer, 1 at $4 per day (313 days)	1,252 00
Harness Maker, 1 at $4 per day (303 days)	1,212 00
Blacksmith, 1 at $4.50 per day (313 days)	1,408 50
Machinist's Helper	1,050 00
Firemen and Stokers, 3 at $3 per day (365 days)	3,285 00
Mechanical Engineer, 1 at $4.50 per day (365 days)	1,642 50
Stationary Engineers, 2 at $4.50 per day (365 days)	3,285 00
Automobile Enginemen, 2 at $4.50 per day (365 days)	3,285 00
Rigger, 1 at $3 per day (313 days)	939 00
Balance unassigned	75 25
	$56,010 50

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication from the Department of Parks, Borough of The Bronx, requesting, and report of the Comptroller recommending approval of the schedule as revised for said Department (account C-DP-302A), to provide for a Blaster, at $4 per diem for 12 days:

The City of New York, Department of Parks, Office of Commissioner for the Borough of The Bronx, Zbrowski Mansion, Claremont Park, March 15, 1911.

Hon. WILLIAM A. PRENDERGAST, *Comptroller*, 280 Broadway, New York City:

Dear Sir—Kindly have revised the schedule on the following Corporate Stock Fund Account:

Code C-DP-302A. Department of Parks, Borough of The Bronx. Additional greenhouses for propagating purposes.

Add 1 Blaster, at $4 per day, 12 days	$48 00

Schedule as Amended to Read as Follows:

Foreman, 1 at $1,200 per annum, 2 months.
Gardeners, 4 at $900 per annum, 30 days.

Laborers, at $2.50 per day (80 days)	$200 00
Bricklayer, 1 at $5.60 per day (6 days)	33 60
Blaster, 1 at $4 per day (12 days)	48 00

Very truly yours,
T. J. HIGGINS, Commissioner of Parks, Borough of The Bronx.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 21, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—In reference to a request of the Commissioner of Parks, Borough of The Bronx, under date of March 15, 1911, for modification of the corporate stock schedule for Additional Greenhouses for Propagating Purposes, I report as follows:

The request is for the addition of a Blaster, at $4 per diem for 12 days, to blast rock in the excavation of the cellar for the new greenhouses now being erected. In submitting the original schedule the Blaster was omitted for the reason that the Engineer in charge of the work did not anticipate that rock would be found in excavating.

I recommend the adoption of the attached resolution granting the request.
Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves the schedule, as revised, for the Department of Parks, Borough of The Bronx, for the year 1911, as follows:

C-DP-302A. Department of Parks, Borough of The Bronx—
Additional Greenhouses for Propagating Purposes, Wages, Temporary Employees:

Foreman	at $1,200 (2 months)
Gardeners	at $900 (30 days)
Laborers	at $2.50 per day (80 days)
Bricklayer	at $5.60 per day (6 days)
Blaster	at $4 per day (12 days)

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication from the Department of Bellevue and Allied Hospitals relative to, and report of the Comptroller recommending, the adoption of three resolutions as follows, in order to provide for the installation of a floor of concrete construction to replace the present flooring on the balconies of the Harlem Hospital:

A—Amending resolution adopted June 3, 1910, releasing the sum of $3,829.48, corporate stock account C-BH-13—New Harlem Hospital Fund, etc.;

B—Amending resolution adopted February 10, 1905, authorizing the issue of $213,000 corporate stock for a new power-house, etc., at the Harlem Hospital, by reducing said sum to $210,500;

C—Authorization of an issue of $2,500 corporate stock to provide means for the installation of a floor of concrete construction for the replacement of the present flooring of six of the balconies at Harlem Hospital.

Bellevue and Allied Hospitals, Office of the Board of Trustees, 1st avenue and 26th street, New York, February 28, 1911.

Hon. WILLIAM A. PRENDERGAST, *Comptroller, Department of Finance*, 280 Broadway, New York City:

Sir—Will you kindly inform us if a contract for the replacement of the present flooring of the balconies at Harlem Hospital by some other flooring, at an estimated cost of $2,500, may be charged against a balance in the appropriation allowed for the construction of the hospital, entitled C-BH-13. The unencumbered balance on December 31, 1910, was $4,001.96. The present flooring is composed of sheet iron of an open pattern, which permits unsanitary drippings to fall from one floor to another, and also makes it very difficult to roll beds or chairs over it. It is proposed to install a floor of concrete construction. The plans and specifications for the proposed work will be presented to you for approval before the work is advertised.

Respectfully, JOHN W. BRANNAN, President, Board of Trustees.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 24, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—By resolution adopted by this Board on February 10, 1905, corporate stock to the amount of $213,000 was authorized to provide means for the erection of a power-house, installation of an electric light plant, laundry equipment, ambulance building, etc., for the new Harlem Hospital.

On June 3, 1910, the Board released the bond balance, $3,829.48, of this fund (C-BH-13), new Harlem Hospital fund, to provide for the erection of a structure in which to store inflammable oils and alcohol. This balance is still available, none of it having been used for this purpose.

On February 28, 1910, Dr. John W. Brannan, President, Board of Trustees of Bellevue and Allied Hospitals, requested that about $2,500 of this balance be used to install a floor of concrete construction, for the replacement of the present flooring of the balconies at Harlem Hospital, composed of sheet iron of an open pattern.

The present construction is unsanitary, permitting water containing germs to drip from the flooring of one balcony to the balcony below, also the corrugated surface of the present sheet iron plates makes it difficult to move beds or chairs over it.

The work being necessary and the estimate of cost reasonable, I recommend the original authorization of February 10, 1905, be reduced by $2,500, and an issue of corporate stock to the amount of $2,500 be authorized for the installation of a floor of concrete construction, for the replacement of the present flooring of six of the balconies at Harlem Hospital, Borough of Manhattan.

Three resolutions hereto attached will, if adopted, carry the above recommendation into effect.

Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the resolution adopted by the Board of Estimate and Apportionment, June 3, 1910, which reads as follows:

"Resolved, That the following authorizations of corporate stock for the Department of Bellevue and Allied Hospitals be released from the provisions of a resolution adopted by the Board of Estimate and Apportionment on January 14, 1910, which resolution directed the heads of the various City Departments to incur no

further obligations against existing corporate stock authorizations (except for salaries, wages and supplies), without the express authorization of the Board of Estimate and Apportionment; the said releases to be in sums not exceeding the amounts set opposite the items as herein scheduled, and for the purposes herein specified:

C-BH- 3. Fund for Bellevue Hospital Training School for Women Nurses, Acquisition of Land and Erection of Buildings—
To provide for the purchase of the supply of blankets for the new Training School for Women Nurses at Bellevue Hospital, two thousand nine hundred and eighty-eight dollars $2,988 00

C-BH- 5. Fund for the Construction of a New Hospital, Borough of The Bronx, "Fordham Hospital"—
To provide for the construction of windbreaks, widening of balconies, construction of a workshop and storage of oils, at Fordham Hospital, fourteen thousand five hundred dollars..... 14,500 00

C-BH- 7. Fund for Completion of Construction of Gouverneur Hospital, Borough of Manhattan—
To provide for payment of contract relet, and for services of architect in connection with construction of the building in excess of estimated cost, ten thousand five hundred dollars 10,500 00

C-BH- 9a. Fund for Installation of Fire Alarm System in Bellevue and Harlem Hospitals—
To provide for installation of fire alarm system in Bellevue and Harlem Hospitals, seven thousand dollars.. 7,000 00

C-BH-10. Fund for Construction of New Bellevue Hospital—
To provide means for the erection of Pavilions L and M, in connection with the construction of the New Bellevue Hospital, four hundred and ninety-six thousand eight hundred and nineteen dollars and forty-six cents 496,819 46

C-BH-11. Fund for New Bellevue Hospital, Sub-Title No. 1, New Boiler House and Coaling Station—
To provide for extra work under contract, for salaries of Inspectors supervising construction, for work incident to the construction under open market orders, and to cover the estimated cost of services of architects, forty-three thousand seven hundred dollars... 43,700 00

C-BH-13. New Harlem Hospital Fund—
To provide for the erection of a structure in which to store inflammable oils and alcohol, three thousand eight hundred and twenty-nine dollars and forty-eight cents ..... $3,829 48"

—be and the same is hereby amended by striking therefrom the following item:

C-BH-13. New Harlem Hospital Fund—
To provide for the erection of a structure in which to store inflammable oils and alcohol, three thousand eight hundred and twenty-nine dollars and forty-eight cents $3,829 48

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens, and the Acting President of the Borough of Richmond—16.

The following resolution was offered:

Resolved, That the following resolution adopted by the Board of Estimate and Apportionment on February 10, 1905, concurred in by the Board of Aldermen, February 21, 1905:

Resolved, That, pursuant to the provisions of section 47 of the Greater New York Charter, as amended by chapter 409 of the Laws of 1904, the Board of Estimate and Apportionment hereby approves of the issue of corporate stock of The City of New York, to an amount not exceeding two hundred and thirteen thousand dollars ($213,000), to provide means for the erection of a power house, installation of an electric light plant, laundry equipment, ambulance building, etc., for the new Harlem Hospital, and that when authority therefor shall have been obtained from the Board of Aldermen, the Comptroller is authorized to issue corporate stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding two hundred and thirteen thousand dollars ($213,000), the proceeds whereof to be applied to the purposes aforesaid,

—be amended to make the amount authorized two hundred and ten thousand five hundred dollars ($210,500).

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens, and the Acting President of the Borough of Richmond—16.

The following resolution was offered:

Resolved, That, pursuant to section 47 of the Greater New York Charter, the Board of Estimate and Apportionment hereby approves of the issue of corporate stock of The City of New York, to an amount not exceeding two thousand five hundred dollars ($2,500), to provide means for the installation of a floor of concrete construction, for the replacement of the present flooring of six of the balconies at the Harlem Hospital, under the jurisdiction of the Department of Bellevue and Allied Hospitals, and when authority therefor shall have been obtained from the Board of Aldermen, the Comptroller is authorized to issue corporate stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding two thousand five hundred dollars ($2,500), the proceeds whereof to be applied to the purposes aforesaid.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens, and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication of the Board of Education requesting, and report of the Comptroller recommending approval, pursuant to resolution adopted June 3, 1910, of the plans and specifications (as amended) and estimate of cost ($300,000) for the general construction of new Public School 47, Borough of The Bronx:

Board of Education, Park Avenue and 59th Street, New York, March 22, 1911.

Hon. W. A. PRENDERGAST, *Comptroller:*

Dear Sir—I beg to advise you that I am in receipt of a communication from Mr. C. B. J. Snyder, Superintendent of School Buildings, under date of March 22, 1911, reading as follows:

"I am returning herewith the plans and specifications for the general construction, etc., of new Public School 47, The Bronx, for transmission to the Comptroller to be presented to the Board of Estimate and Apportionment, in compliance with the resolution adopted by that Board on January 5, 1911.

"These plans have been approved under section 1073 of the Charter.

"The plans and specifications have also been approved by the Department of Water Supply, Gas and Electricity, as noted on same.

"The plans have just been returned by the said Department.

"Approximate cost, $300,000."

The plans and specifications referred to in the foregoing letter are transmitted herewith. Respectfully yours,

A. E. PALMER, Secretary, Board of Education.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 24, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On March 22, 1911, the Board of Education submitted for the approval of the Board of Estimate and Apportionment, the plans, specifications and estimate of cost ($300,000) for the general construction of new Public School 47, Borough of The Bronx.

The plans and specifications were submitted originally on February 7, 1911, but owing to the omissions stated in report to the Board of Estimate and Apportionment dated February 17, 1911, the plans and specifications were not approved and were returned to the Board of Education for correction.

The plans and specifications cover the general construction of the building, including the plumbing and gasfitting. The proposed building will be five stories and cellar with forty-eight classrooms, auditorium, teachers' rooms, playrooms and offices.

This expenditure is to be charged against the fund authorized by the Board of Estimate and Apportionment on July 29, 1910, for the construction of new Public School 47, Randolf street, Lawrence and Hammond avenues, Borough of The Bronx.

The plans and specifications as amended appear to be complete and satisfactory and the estimate of cost ($300,000) is reasonable.

Therefore I submit for adoption the resolution appended hereto.

Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, in pursuance of its resolution of June 3, 1910, hereby approves the plans and specifications (as amended) and estimate of cost, three hundred thousand dollars ($300,000), for the general construction of new Public School 47, Borough of The Bronx.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication from the Department of Public Charities requesting, and report of the Comptroller recommending approval, pursuant to resolution adopted June 3, 1910, of the plan, specifications and estimate of cost ($12,407) for filling and grading at Coney Island Hospital Buildings, Ocean parkway, Brooklyn:

Department of Public Charities of The City of New York, Foot of East 26th Street, March 1, 1911.

To the Honorable, the Board of Estimate and Apportionment:

Gentlemen—In accordance with the resolution adopted by your honorable body on June 3, 1910, requiring all City departments to submit for the Board's approval, plans, specifications and estimates of cost, prior to advertising upon public works, funds for which have been released since January 14, 1910, or may be authorized in the Corporate Stock Budget for the current year, I beg to submit for your approval plans and specifications for filling and grading at Coney Island Hospital Buildings, Ocean parkway, north of Coney Island Creek, Borough of Brooklyn, at an estimated cost of $12,407. This expenditure is chargeable to Department of Public Charities Building Fund, Coney Island Hospital, Improvement, etc., C-CH-31A. A copy of the plans and specifications are sent only to your Secretary, Mr. Joseph Haag.

Trusting that your honorable body will take prompt and favorable action on this request, I am, respectfully yours,

FRANK J. GOODWIN, Deputy and Acting Commissioner.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 22, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On March 1, 1911, the Commissioner of Public Charities submitted for the approval of the Board of Estimate and Apportionment the plan, specifications and estimate of cost ($12,407), for filling and grading at Coney Island Hospital Building, Ocean Parkway, north of Coney Island creek, Borough of Brooklyn.

The plot immediately surrounding the buildings has been graded and seeded. Beyond the boundary lines of the present graded portion, there is a marsh extending to a creek, the course of which forms a boundary line of the City property.

It is proposed to fill in a portion of this marsh in the rear of and to the north of the present graded portion with 12,000 yards of earth fill and 2,500 yards of top soil. The specifications also provide for seeding and rolling the newly graded area.

This expenditure is charged to a fund known as C-CH-31a, released in the Corporate Stock Budget, adopted by the Board of Estimate and Apportionment on June 3, 1910. The available balance in this fund is sufficient to provide for this expenditure.

The plans and specifications for this work are satisfactory and the estimate of cost ($12,407) is reasonable.

Therefore, I submit for adoption the resolution appended hereto. Respectfully,

WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, in pursuance of its resolution of June 3, 1910, hereby approves the plan, specifications and estimate of cost, twelve thousand four hundred and seven dollars ($12,407), for filling and grading at Coney Island Hospital buildings, Ocean Parkway, north of Coney Island Creek, Borough of Brooklyn, under the jurisdiction of the Commissioner of Public Charities.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication from the Fire Department requesting, and report of the Comptroller recommending approval, pursuant to resolution adopted June 3, 1910, of the specifications, plans and estimate of cost ($24,000) for terminal posts and terminal boxes for use by the said Department in the Boroughs of Manhattan and Brooklyn:

Fire Department of The City of New York, Office of the Commissioner, March 14, 1911.

Hon. WILLIAM A. PRENDERGAST, *Comptroller*, City of New York:

Sir—I transmit herewith two copies of specifications and duplicate drawings of terminal posts and terminal boxes for examination and approval by the Board of Estimate and Apportionment.

The specifications provide for 300 posts and 300 boxes for the Borough of Manhattan, the estimated cost, $14,400, to be charged against bond issue C-FD-3B, and 200 each, posts and boxes, for the Borough of Brooklyn, estimated cost, $9,600, to be charged against C-FD-22.

These posts are intended for use in connection with the installation of new fire alarm system in Manhattan, and placing the fire alarm conductors underground in Brooklyn, for which specifications are now being prepared, and also for replacing broken or defective posts. Respectfully,

R. WALDO, Commissioner.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 17, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On March 14, 1911, the Commissioner of the Fire Department submitted for the approval of the Board of Estimate and Apportionment the specifications and plans for terminal posts and terminal boxes for the use of the Fire Department.

The plans show the different parts making up a convertible sectional post which can be assembled in different ways for different purposes.

Detail A is a sub-base 26 1-2 inches in height, designed to be set in concrete below the sidewalk surface.

Detail B is a feeder post, about 45 inches in height, with doors at front and rear, and designed to contain the wire terminal boxes for cables.

Detail B is a top fitting on Detail B, and to be used in cases where no fire alarm box or lamp is to be installed.

Detail H is a fire alarm box fitting into the top of Detail B.

Detail P is a plug or ornamental top fitting into the top of the fire alarm box, Detail H, in cases where no street lamp is used.

Detail O is a lamp post fitting into the top of the fire alarm box, Detail H.

The specifications call for the delivery of the following parts for use in the Borough of Manhattan:

300 parts, Detail A;
300 parts, Detail B;
270 parts, Detail H;
30 parts, Detail D;
50 parts, Detail P;

240 40-wire terminal boxes;
60 60-wire terminal boxes.

The estimated cost is $14,400, to be carried against the appropriation authorized by the Board of Estimate and Apportionment, June 3, 1910, for the installation of a new fire alarm telegraph system in the Borough of Manhattan.

For the Borough of Brooklyn, the specifications call for:
200 parts, Detail A;
200 parts, Detail B;
180 parts, Detail H;
180 parts, Detail O;
40 parts, Detail P;
160 40-wire terminal boxes;
40 parts 60-wire terminal boxes.

The estimated cost is $9,600, to be charged against the fund, C-FD-22, for underground electrical conductors, Borough of Brooklyn, which was released in the Corporate Stock Budget, June 3, 1910.

The posts are well designed and will be artistic in appearance. The plans and specifications are definite and so drawn as to allow open competition in all respects. The posts are greatly needed at the present time. Therefore, I recommend that these plans and specifications be approved by the Board of Estimate and Apportionment.

A resolution is hereto attached which, if adopted, will carry this recommendation into effect. Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to its resolution adopted June 3, 1910, hereby approves the specifications, plans and estimate of cost, twenty-four thousand dollars ($24,000), for terminal posts and terminal boxes for use by the Fire Department in the Boroughs of Manhattan and Brooklyn.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented a report of the Comptroller referring to a communication from the Secretary of the State Board of Chaities, relative to providing better accommodations for the inmates of the Kings County Home for the Aged and Infirm, and stating that a number of the inmates have been transferred to the Farm Colony and the rest will be transferred as soon as buildings nearing completion are ready for occupancy.

Which was ordered filed and the Secretary directed to transmit a copy thereof to the Secretary of the State Board of Charities.

(On September 16, 1910, a report of the Commissioner of Charities relative to the above communication was referred to the Comptroller.)

The Secretary presented the following communication of the Commissioner of Water Supply, Gas and Electricity submitting, for approval, proposed contract with the Flatbush Water Works Company for rental of fire hydrants for a period of five years from January 1, 1910, together with a report of the Comptroller and the Chief Engineer of the Board, to whom on December 1, 1910, this matter was referred, stating that the last contract with this Company expired on December 31, 1909, that the service has been continued as usual since then, but that no money has been paid in the absence of a contract, although the necessary funds have been available. The proposed contract has been discussed with representatives of the Department of Water Supply, and a number of minor changes have been made. The former contract provided for an annual consideration of $25,000; the present contract provides for a payment of $30,000, which increase is considered reasonable in view of the fact that the number of hydrants on January 1, 1910, was more than 30 per cent. greater than the number of January 1, 1905, and that the number of public buildings in the territory served, which are supplied without expense has materially increased. That it is believed the contract in its present form is satisfactory and protects the City's interests.

Department of Water Supply, Gas and Electricity, Commissioner's Office, 13-21 Park Row, November 25, 1910.

JOSEPH HAAG, Esq., *Secretary, Board of Estimate and Apportionment,* 277 Broadway, City:

Dear Sir—I transmit herewith proposed contract between the Department and the Flatbush Water Works Company for the rental of fire hydrants. This contract is a renewal of the contract which expired December 31, 1909. The rental provided for by this contract also includes the furnishing of a free supply of water in all fire houses, police stations, and other public buildings under the jurisdiction of the City, except those now under the control of the Department of Charities and the Department of Correction.

My predecessor had submitted a draft of contract to the old Board of Estimate and Apportionment, but I had the same recalled and modified. The Corporation Counsel also suggested several changes. The enclosed draft has been approved by him.

Yours truly, HENRY S. THOMPSON, Commissioner.

This agreement, made this day of , 19 , by and between The City of New York, hereinafter called the City, a municipal corporation, acting by and through the Commissioner of Water Supply, Gas and Electricity, hereinafter called the Commissioner, duly authorized so to do by the Board of Estimate and Apportionment of the City, and with the consent and approval, in writing, of both the Mayor and Comptroller of the City, party of the first part, and the Flatbush Water Works Company, hereinafter called the Company, a corporation duly organized and incorporated under the laws of the State of New York, party of the second part, witnesseth, that the parties hereto mutually consent and agree as follows:

Section 1. The Company will furnish through its hydrants already set, or which may hereafter be set, and through its mains and pipes already laid or which may hereafter be laid, all the pure and wholesome water that is or may be required by the City, its agents, servants or employees, for the extinguishing of fires, the testing of fire apparatus, the practice, drill and exhibition of firemen, for flushing and cleaning the streets, sewers and sidewalks, and for sprinkling the improved streets in the 29th Ward, Borough of Brooklyn, and for use in any firehouse, police station or other public buildings under the jurisdiction of The City of New York, in the 29th Ward, Borough of Brooklyn, except those buildings which formerly belonged to the County of Kings and are now under the control of the Department of Charities and Correction.

Section 2. The Company shall at all times maintain a depth of water in the standpipe equivalent to an elevation of 145 feet above mean high tide, and at no point in the distribution system shall the pressure be less than that which would be equivalent to an elevation of 110 feet above mean high tide, except during such times as water may be drawn from a hydrant or hydrants, within 2,000 feet of the point where the pressure is taken. If the Company fails to maintain said elevation of water in the standpipe for a period of six (6) hours in any twenty-four (24) hours, the Company shall pay to the City for each and every day said elevation of water is, for more than six (6) hours, below the elevation of 145 feet Fifty dollars ($50), and for every day in which the pressure on any hydrant or hydrants is such as to give less than the equivalent elevation of water of 110 feet above mean high tide, the Company shall pay to the City for each and every hydrant at which such pressure is not available for any part of the day the sum of one dollar ($1) per day per hydrant; provided, however, that the total payment on any one hydrant shall not exceed fifteen dollars ($15) in any calendar year, and also provided that the failure to maintain the pressure at the hydrant or the elevation of water in the standpipe is not due to any act of God, an unavoidable contingency, or the drawing of water from the hydrants for fire or other unusual purpose. Immediately after the pressure on any hydrant shall have been tested, notice will be sent to the Company with a list of all hydrants which may have been so tested, whether the pressure was found to be satisfactory or not. Any money that may become due the City on account of the failure to maintain the necessary elevation of water may be deducted from any moneys due or to become due to the Company at any time under this agreement.

Section 3. The Company shall at all times keep its mains, hydrants, valves, wells, pumping machinery and appurtenances in good repair and working order, and in case of failure to repair any mains, hydrants or valves within ten (10) days after receiving notice in writing from the Commissioner to make such repairs, the City may do the work necessary and charge the cost thereof to the Company and deduct the said cost from any money to become due to the Company under this agreement; provided, however, that if any main, hydrant, valve or other appurtenance of the Company be damaged by any agent or servant of the City in performance of his duty, reasonable wear and tear excepted, the cost of repair or of necessary new apparatus shall be paid by the City. The Company shall promptly make repairs to wells, pumping machinery and appurtenances and shall have at least one pump in addition to those required to maintain the necessary supply of water, so that in cases of repair it will not be necessary to curtail the supply.

Section 4. All hydrants hereafter set shall have a valve seat and standpipe not less than 4½ inches in diameter and shall be equal to the Matthews, Eddy or Chapman compression hydrant; they shall be set at intervals which shall average not more than two hundred and fifty (250) feet and they shall be connected to the mains by pipes not less than six (6) inches in diameter.

Section 5. All mains hereafter laid shall be not less than 8-inch inside diameter, except where mains laid on a portion of a block are to be continued to the end of the block, where 6-inch mains may be used, if desired. All pipe hereafter laid shall be of first quality cast-iron, thoroughly coated, and shall weigh not less than ninety (90) per cent. of the standard weight for pipe of similar diameter now used by the Department of Water Supply, Gas and Electricity.

Section 6. New mains shall be laid by the Company at its own cost and expense, within the 29th Ward, Borough of Brooklyn, when and where requested by the Commissioner, provided that, except in case of emergency, no extension shall be required to be made between November 1 and April 1, of any one year during the existence of this contract, unless the ground is free from frost, and, provided also, that all necessary permits for the opening of the streets for the purpose of laying such mains shall be furnished to the Company free of expense, except as provided in Section 15 of this contract. The Company shall not be required to lay mains in a street which differs more than two (2) feet from the established grade, nor shall it be required to lay mains in a graded street where the average distance between houses fronting on the street is more than four hundred (400) feet. No new mains shall be laid in any street without ten (10) days previous notice to the Commissioner and to the President of the Borough of Brooklyn, except such new sections of mains as may be necessary to repair a break in the mains previously laid.

Section 7. The City, acting through the Commissioner, his Engineers or such other agents as he may select, shall inspect all pipes, hydrants, valves and other appurtenances that are to be laid or set by the Company, and the Company shall give such facilities as may enable such inspection to be made. The Company shall not be required to delay the laying of mains and setting of hydrants and other appurtenances on account of such inspection. Any material which is not in accordance with the terms of this agreement shall be rejected. The Commissioner and the Borough President shall be informed in writing of the location of all mains and appurtenances which the Company proposes to lay, this notice being mailed at least forty-eight (48) hours before commencement of the laying of the mains. The Company shall furnish to the Commissioner within four (4) months after the execution and delivery of this agreement, a map, plan or blue-print showing the location of all mains and hydrants, valves, blow-offs, specials, etc., giving sizes of the mains and such other details as may be required. A plan of the pumping stations shall also be furnished, together with a schedule of the boilers and pumps in said stations, and plans showing the number, size and depth of wells. He shall also be furnished with a plan showing the location of the standpipe and reservoirs of the Company, with the elevation of the high-water line in such standpipes or reservoirs. Within thirty (30) days of the completion of the extension or alteration of any part of the system, the Company shall furnish to the Commissioner a map, plan or blue-print showing the changes made in the system, and on or about the end of each year the Company shall furnish a new map, plan or blue-print of the distribution system showing all changes made up to date. The Commissioner, acting through his Engineers or such other agents as he may designate, shall have the right to inspect and examine at all reasonable times during the year, the pipes, hydrants, wells, pumping stations, standpipes, reservoirs and all other property and apparatus of the Company.

Section 8. The Company shall lower or raise and relay and reset at its own expense, its mains, pipes and hydrants wherever necessary in the course of street improvements, and shall care for and protect these mains, pipes and hydrants while such grading or regrading is being done.

Section 9. The Company shall at all times properly guard all openings made by it in any street, roadway, or highway, and shall cause the same to be refilled and packed and all roadbeds, sidewalks, gutters and pavements to be replaced, in accordance with the standard specifications for the pavement or sidewalk thus disturbed, the work of restoration to be done to the satisfaction of the Department having control of the street, and shall remove all surplus stone, dirt and other substances, and in case of failure so to do within five (5) days after completion of the work the Commissioner may cause the same to be done and the cost thereof may be deducted from any moneys due or to become due to the Company under this agreement.

Section 10. Valves shall be placed by the Company on all hydrants hereafter set on all mains 8 inches or larger in diameter; and on all new mains 8 inches or smaller in diameter; valves shall be placed at each end of all blocks which are more than 500 feet in length. On all mains 12 inches and larger that are laid subsequent to this agreement, valves shall be placed so that not more than 1,000 feet of pipe will have to be cut out of service for repairs; and the Company shall cut in additional valves on all existing mains 12 inches and smaller in diameter, so that in no part of the system of small mains will it be necessary to cut out of service more than 1,000 feet of pipe for repairs. The cutting in of valves on the existing system shall be completed before the expiration of this contract, and the amount of this work done each year shall be approximately one-fifth (1-5) of the total amount of this kind of work required.

Section 11. The Company shall make, or cause to be made, two (2) connections between its mains and those of the City, as shown on drawing B-12, attached hereto; these connections shall be provided with the gate valves, check valves, and meter, as indicated, all of a type to be approved by the Commissioner.

The City will furnish all the labor and materials for the portions of the above two connections extending from its mains to the gate valves next to same, including the gate valves. It will also furnish the Company on the work, all pipe and special castings required, except the special castings necessary for connecting mains of the Company with the gate valves next to them. The Company shall furnish all other labor and materials, including two gate valves, two check valves, meter and vaults, necessary to complete the connections between the two distributing systems, as shown on the before-mentioned drawing. The City will restore all pavements disturbed by it, and the Company shall also restore, or cause to be restored, all pavements taken up in doing its share of the work called for. All work done by the Company shall be under the direction and supervision of the City.

All water recorded by the meter at Washington avenue and Lincoln road shall be considered as representing one-half (½) the water furnished to the Company from the City's mains, and double the amount shown by the meter shall be paid for by the Company at the rate of ten (10) cents per one hundred (100) cubic feet.

Should it be found, after the completion of these connections, that water is supplied to the Company's mains from the City's mains at times other than in cases of extraordinary emergency or conflagration, the City may order the Company to install a meter of approved type on the unmetered connection.

If a meter is set on the connection at Flatbush and Woodruff avenues, as above provided, then the amount of water furnished from the City's mains to the Company's mains shall be that recorded by the two meters. The amount due for water delivered into the Company's mains shall be deducted from the amounts due or to become due to the Company under this agreement.

Section 12. The Company will execute and deliver to the City its bonds with sureties to be approved by the Comptroller of the City with the penal sum of ten thousand dollars ($10,000), conditioned to save and hold the City harmless from all suits and actions of every description and from all damages and costs by reason of injury to person or property, including streets, roads, highways and pavements, on account of or arising out of the acts or omissions of the Company or its officers, agents or employees, or by reason of breaks or failures in the pipes, hydrants or other apparatus of the Company, provided, however, that in the event of suit being brought, immediate notice thereof shall be given to the Company and surety, each of which shall have the right to employ counsel at its own expense to defend the same, and that it will pay each and every judgment, recovered in the suit of which it had notice as above provided. Said bonds shall be further conditioned for the faithful performance by the Company of each and every condition, covenant and obligation imposed upon the Company by this agreement.

Section 13. The City will pay to the Company, and the Company shall accept as full compensation for water supplied, in accordance with the provisions of this agreement, the sum of $30,000 per year, in equal quarterly payments of $7,500 each, on the 31st

day of March, the 30th day of June, the 30th day of September and the 31st day of December during the continuance of this contract.

Section 14. On and after the 31st day of March, the 30th day of June, the 30th day of September and the 31st day of December of each year, during the continuance of this agreement, the Company shall furnish an affidavit, signed by its superintendent or other responsible officer, that to the best of his knowledge and belief, the Company has fulfilled this agreement up to the said 31st day of March, 30th day of June, 30th day of September and 31st day of December, as the case may be, and particularly that he has furnished water of a quality and in the quantity herein specified, that the water so furnished has been delivered at each hydrant in accordance with the requirements of this agreement during all the time that said water was required to be furnished; whereupon the Commissioner shall certify the fact and in his certificate state the amount to which the Company shall be entitled, less any deductions allowed by the terms of this agreement, and shall annex thereto a requisition upon the Comptroller of the City to pay to the Company the sum to which he shall be entitled, less such deductions; without such certificate and requisition the Company shall not be or become entitled to any payment under and in respect to the terms of this agreement. On the requisition above provided, being presented to said Comptroller, he shall within thirty (30) days thereafter pay to the Company the amount thereof in lawful money.

Section 15. The City will at all times, upon request of the Company, furnish or cause to be furnished to the said Company, a permit or permits for opening streets for the purpose of making repairs, laying mains, setting hydrants, or shutting off the water in case of necessity. All such permits shall be issued by the officer of the City having jurisdiction, and shall include such requirements as shall be fixed by said officer. The permits shall be furnished without expense to the Company for the issuing of such permits, but the Company shall pay all expenses incidental to the restoration of pavements, etc., including the cost of the inspection. In addition to such notice as may be required for the officer issuing the permit, the Company shall give to the Commissioner notice of the making of any opening within twenty-four (24) hours of the commencement of the work, and notice of the completion thereof shall be given within twenty-four (24) hours of such completion.

Section 16. At all times during the continuance of this agreement, the Company will supply to the inhabitants of the Borough of Brooklyn residing on streets on which the mains of the Company are now or may hereafter be located, pure and wholesome water for domestic and other uses and purposes, and will charge for all water so supplied at rates not exceeding the regular rates charged by the City for the supply of water to persons residing in other parts of the City. The water to be supplied under the terms of this contract shall be, as determined by the Commissioner, practically odorless, tasteless, clean and colorless and be reasonably clean from organic matters and shall show no indication of sewer pollution. The Commissioner and his agents, servants and employees shall at all times have the right to take samples of the said water at or near the point of delivery into the mains and the taking and testing of such samples shall be entirely under the control and direction of the Commissioner. A copy of the results of all tests made shall be furnished free of expense to the Company.

Section 17. This agreement shall continue to be binding upon and to run in favor of the respective parties hereto, their and each of their successors and assigns for the term of five years from January 1, 1910. If prior to the expiration of such period of five (5) years any proceeding to condemn the franchises, assets and other property of the Company shall be brought, this agreement shall terminate upon the entry of the judgment of condemnation, but in no case shall this contract continue beyond the expiration of the said period of five (5) years. The Company shall be paid the amounts provided for by this agreement during the existence of this agreement up to the time that the City shall cease to use water supplied by the Company. The Commissioner may at his option, declare this agreement at an end in case of any breach of this agreement, and this agreement shall cease and terminate upon such declaration. In case of condemnation proceedings, as above provided, the titles of the property, franchises and assets of the Company it is sought to condemn by such proceedings should vest in the City upon entry of such judgment of condemnation without further act on the part of the Company or the City or the officers or agents of either.

Section 18. Any franchises or other rights of the Company to lay mains, pipes and hydrants and to deliver and supply water shall not be prejudiced or affected by this contract.

Section 19. Nothing in this agreement shall be construed as to give the Company any exclusive right or privilege to lay mains or pipes and to erect hydrants and to maintain the same and other apparatus in the Borough of Brooklyn and to supply water to the City or the inhabitants thereof or to limit any right the City may have to establish and maintain its own water supply system, and apparatus within the district within which the mains of the Company are now laid or may hereafter be laid. This agreement shall not bar or in any way affect the rights of the City to acquire the franchises, assets and other property of the Company, or any part thereof, by condemnation proceedings or otherwise, at any time and shall not be taken to enhance the value of or add to the Company's franchises, assets and other property, but on the contrary the assets, franchises and other property of the Company shall be valued in any proceeding to condemn the same without enhancement by reason of any provision of this contract being considered or allowed, save so far as the rentals constitute a part of the revenues of the Company.

Section 20. This agreement, preliminary to its execution, has been submitted in all its details to the Board of Estimate and Apportionment of the City and to the Mayor and Comptroller of the City and the assent of said Board has been given by resolution passed to the execution of this agreement, as submitted, and this agreement has also received the separate written consents and approvals of said Mayor and Comptroller.

Section 21. The City shall not, nor shall any Department or officer of The City of New York be precluded or estopped by any return or certificate made or given by any Engineer, Inspector or other officer, agent or appointee of the Department of Water Supply, Gas and Electricity, or of the City under or in pursuance of anything in this contract contained, from at any time showing the true and correct amount and character of the service that shall have been supplied by the Company or any other person or persons under this contract.

Section 22. The period during which this contract shall be in force shall be five (5) years from January 1, 1910, but payments shall not be made under this contract until the Comptroller's certificate is attached hereon, as provided in section 149 of the Greater New York Charter; it is expressly understood and agreed that this contract shall not be binding or of any force unless appropriations shall be made by the proper authorities in the manner provided by law in each successive year to meet the expense of executing the same, and unless the Comptroller shall have each year endorsed hereon his certificate that there remains unexpended and unapplied a balance of the appropriation or fund applicable hereto sufficient to pay the estimated expense of executing this contract for each successive year from the date hereinbefore set forth. In case after the first year there shall be no sufficient appropriation made by the City authorities to carry the same into effect then this contract shall thereupon cease to be binding or of any force and the Company shall have no claim whatever against the City for damages by reason of its failure to carry out the same.

In witness whereof the Commissioner has hereunto set his hand and the Company has hereunto caused its corporate seal to be hereunto affixed, and this agreement to be signed in its name by its President and attested by its Secretary the date and year first above written in triplicate.

.....,
As Commissioner of Water Supply, Gas and Electricity.

THE FLATBUSH WATER WORKS COMPANY,

By....., as President.

Attest:

....., as Secretary.

Approved as to form:

....., Corporation Counsel.

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

On this day of , 19 , before me personally came , to me known and known to me to be the Commissioner of Water Supply, Gas and Electricity of The City of New York, the person described as such in and who as such executed the foregoing instrument, and he acknowledged to me that he executed the same as such Commissioner for the purposes therein mentioned.

....., Notary Public, or Commissioner of Deeds.

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

On this day of , 19 , before me personally came to me known and known to me to be the of the Company, the Corporation described in, and which executed the foregoing instrument, and to me known and known to me to be the of the said Company, who, being by me severally duly sworn, did say, each for himself, as follows:

The said that he was the of the said Company, and the said that he was the of said Company; that he knew the corporate seal of said Company; that the seal affixed to the foregoing instrument was such corporate seal; that it was so affixed by order of the Board of Directors of said Company, and that by like order he thereto signed his name and official designation.

....., Notary Public or Commissioner of Deeds.

In pursuance of section 471 of the Greater New York Charter, I do hereby give my consent to and approval of the foregoing proposed agreement in all its details with the Flatbush Water Works Company for supplying water in the Borough of Brooklyn, City of New York.

.....
As Mayor of The City of New York.

Dated, New York, 19 .

In pursuance of section 471 of the Greater New York Charter, I do hereby give my consent to and approval of the foregoing proposed agreement in all its details with the Flatbush Water Works Company for supplying water in the Borough of Brooklyn, City of New York.

.....
As Comptroller of The City of New York.

Dated, New York, 19 .

APPROPRIATION.

Commissioner's Certificate.

In conformity with the provisions of section 149 of the Greater New York Charter, it is here certified that the estimated cost of the within agreement with the Flatbush Water Works Company amounting to.....Dollars ($.....) is chargeable to the appropriation of the Department of Water Supply, Gas and Electricity for the year.....entitled "Distribution Fire Hydrant Rentals and Water Purchased, Borough of Brooklyn."

.....
Commissioner of Water Supply, Gas and Electricity.

Comptroller's Certificate.

The City of New York,....., 19 .

In pursuance of the provisions of section 149 of the Greater New York Charter, I hereby certify that there remains unapplied a balance of the appropriation or fund ..... applicable to this contract or agreement sufficient to pay the estimated expense of executing the same, viz.: $.....

Board of Estimate and Apportionment, City of New York, March 15, 1911.

To the Honorable, the Board of Estimate and Apportionment:

Gentlemen—At the meeting of the Board of Estimate and Apportionment held on December 1, 1910, there was presented a communication from the Commissioner of Water Supply, Gas and Electricity, submitting, for the approval of the Board, a proposed contract with the Flatbush Water Works Company for rental of fire hydrants for a period of five years from January 1, 1910, which was referred to the Comptroller and the Chief Engineer of the Board for consideration and report.

The last contract with this Company for hydrant service expired on December 31, 1909, since which time the service has been continued as usual, but no money has been paid in the absence of a contract, although the necessary funds have been available. The proposed new contract has been discussed with representatives of the Department of Water Supply, Gas and Electricity, and a number of changes have been made, none of them, however, of any great importance. The most troublesome matter to adjust was that of the connections between the mains of the City and those of the Company. The City has recently laid a 48-inch main through the territory occupied by this Company, and it is proposed to connect this main with a 16-inch main of the Company at two points, namely, at Washington avenue and Lincoln road and at Flatbush and Woodruff avenues. Such connections are very desirable in order that the local supply might be supplemented by that of the City in case of emergency, such as a great conflagration or the breaking down of the plant of the local company. The normal pressure in the mains of the Flatbush Water Works Company is materially greater than that in the City's mains, and it was proposed to place a check valve in each of the connections, with a gate and seven-day self-recording gauge on each side of the check valve. These check valves would open only if the pressure in the mains of the Flatbush Company fell below that in the City's mains, and it was assumed that this would only happen in case of emergency, and that the automatic pressure gauge would furnish records of the relative pressures on each side of the check valves, and would indicate whether water had passed from the City's mains into those of the Flatbush Company. If this were found to be the case, except in times of great emergency, the Company was to provide and install a meter at each connection, and to pay the City, at meter rates, for all water passing into its mains. This provision was not entirely satisfactory to either party, the Company being especially doubtful of the reliability of the recording pressure gauges when placed in a vault beneath the street surface. It was finally agreed, and the contract as now submitted provides, that a check valve and two gates shall be placed at each connection, that the recording pressure gauges be omitted, and that the Company will furnish and install one (1) 16-inch meter on the connection at Washington avenue and Lincoln road. If any water is shown by this meter to have passed from the City's to the Company's mains, the amount indicated shall be considered one-half of the total so passing, it being assumed that a smaller amount would pass through the check valve at the unmetered connection, and if it is found from the meter installed that water does pass from the City's mains at time. other than great emergencies, the Company shall install a separate meter on the other connection, all water so measured or estimated as passing from the mains of the City to those of the Company to be paid for at regular meter rates.

The last contract was for an annual consideration of $25,000. The present contract provides for payment of $30,000 annually, or an increase of 20 per cent. This appears a reasonable increase in view of the fact that the number of hydrants on January 1, 1910, was more than 30 per cent. greater than the number on January 1, 1905. In addition to this, the number of public buildings in the territory served by this Company, and which are supplied by the Company without expense, has very materially increased.

We have inserted a brief clause in section 11, requiring that all of the gates, valves, etc., shall be of a type to be approved by the Commissioner of Water Supply, Gas and Electricity, and believe that the contract in its present form is satisfactory and protects the City's interests, and we would recommend its adoption, subject to approval as to form by the Corporaton Counsel. Respectfully,

WM. A. PRENDERGAST, Comptroller; NELSON P. LEWIS, Chief Engineer, Board of Estimate and Apportionment.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 471 of the Greater New York Charter, hereby assents to and approves of, in all its details, the proposed contract or agreement submitted by the Commissioner of Water Supply, Gas and Electricity, under date of November 25, 1910, as amended in accordance with the recommendations contained in the report, dated March 15, 1911, of the Select Committee, consisting of the Comptroller and the Chief Engineer of the Board of Estimate and Apportionment, to be entered into between The City of New York, by the said Commissioner of Water Supply, Gas and Electricity, and the Flatbush Water Works Company, for the rental of fire hydrants for a period of five years from January 1, 1910, said contract to be approved by the Corporation Counsel as to form.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens, and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication from the President of the Borough of The Bronx, requesting, and report of the Select Committee, consisting of the Comptroller and the President of the Board of Aldermen, recommending, the establishment in the office of Borough President of the grade of position of General Bookkeeper at $4,000 per annum for one incumbent:

(On January 5, 1911, the request of the President of the Borough of The Bronx for the establishment of the above grade was referred to said Committee.)

City of New York, President of the Borough of The Bronx, 3d avenue and 177th street, Office of the President, December 20, 1910.

To the Honorable, the Board of Estimate and Apportionment:

Gentlemen—Referring to my communication of September 22 last, wherein application was made for the establishment in this office of new grades of compensation for the positions of Commissioner and Assistant Commissioner of Public Works, and General Bookkeeper, I very much desire that the establishment of the proposed grade of General Bookkeeper, at $4,000, be given early consideration, as I am informed that this matter was considered favorably by the preceding administration of the Borough, on account of long service of the present incumbent of said office, to the City. The other two officials named are appointees of mine, and therefore their applications can take the regular course.

It is respectfully urged that the Select Committee make early report on this request.

Respectfully, CYRUS C. MILLER, President, Borough of The Bronx.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 10, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On September 22, 1910, the President of the Borough of The Bronx requested the establishment in his office, pursuant to the provisions of section 56 of the Greater New York Charter, of the grade of position of General Bookkeeper, at the rate of $4,000 per annum. In connection therewith we report as follows:

The request is to permit of an increase in salary of $500 per annum to John Osborn, General Bookkeeper, who has been receiving $3,500 since 1904. Mr. Osborn entered the service in 1891 and since then has occupied practically the same position as at present. The President states that the duties of the General Bookkeeper have greatly increased with slight increase in the office force.

In addition, under a plan of reorganization instituted by the President, the responsibilities of the General Bookkeeper have been increased by the supervision of a force heretofore under the supervision of the Chief Clerk. Every disbursement in the office of the President is passed upon by the General Bookkeeper and a local audit made before approval by the President. Receipts for special funds also are passed through his office. In 1909 transactions in the sum of $6,000,000 were handled by the General Bookkeeper.

We recommend approval of the request by the adoption of the attached resolution. Respectfully,

WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen; Select Committee.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in the office of the President of the Borough of The Bronx of the grade of position, in addition to those heretofore established, as follows:

Title.	Rate Per Annum.	Number of Incumbents.
General Bookkeeper	$4,000 00	1

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens, and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication from the Department of Taxes and Assessments requesting, and report of the Select Committee, consisting of the Comptroller and the President of the Board of Aldermen, recommending, the establishment in said Department of the grade of position of Confidential Stenographer at $1,350 per annum for two incumbents:

(On March 2, 1911, the request of the President of the Board of Taxes and Assessments for the establishment of the above grade was referred to said Committee.)

Dpartment of Taxes and Assessments of the City of New York, Borough of Manhattan, Hall of Records, February 21, 1911.

Honorable Board of Estimate and Apportionment:

Gentlemen—Following a resolution of the Board of Taxes and Assessments, the Board of Estimate and Apportionment is hereby requested to change the number of incumbents in the grade of Confidential Stenographer in this Department—salary $1,350 per annum—from one to three incumbents, and in accordance with the provision of section 56 of the Greater New York Charter, to recommend to the Board of Aldermen their approval and concurrence therein.

Respectfully, LAWSON PURDY, President.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 13, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On February 21, 1911, the President of the Department of Taxes and Assessments requested the establishment, pursuant to the provisions of section 56 of the Greater New York Charter, of the grade of position of Confidential Stenographer at $1,350 per annum, for two incumbents. In connection therewith we report as follows:

The grade is established for one incumbent. The additional grades are for an increase of $150 per annum each for Jesse Cohen and William Harden. Cohen was appointed in October, 1907, at $1,050 per annum. In April, 1908, he was increased to the present rate. Harden was appointed in April, 1908, at $1,200 per annum, and has not been increased. It is stated that the $300 necessary for the increases is available in the appropriation for salaries.

We recommend the approval of the request by the adoption of the attached resolution. Respectfully,

WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen; Select Committee.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in the Department of Taxes and Assessments of the grade of position, in addition to those heretofore established, as follows:

Title.	Rate per annum.	Number of Incumbents.
Confidential Stenographer	$1,350 00	2

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens, and the Acting President of the Borough of Richmond—16.

The Secretary presented the following resolution of the Board of Education requesting, and report of the Select Committee, consisting of the Comptroller and the President of the Board of Aldermen, recommending, the establishment in the Department of Education of the following grades of positions:

	Per Annum.	Incumbents.
Clerk	$2,400 00	Unlimited.
Stenographer and Typewriter	2,750 00	1
Librarian	1,200 00	1

(On November 18, 1910, the request of the Board of Education for the establishment of the above grades was referred to said committee.)

Resolved, That the Board of Estimate and Apportionment be and it is hereby respectfully requested to recommend to the Board of Aldermen that the salaries of the following-named positions in the Department of Education be fixed as follows:

	Per Annum.
Clerk	$2,400 00
Stenographer and Typewriter (for one incumbent only)	2,750 00
Librarian (for one incumbent only)	1,200 00

A true copy of resolution adopted by the Board of Education on November 9, 1910. A. E. PALMER, Secretary, Board of Education.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, February 6, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On November 9, 1910, the Board of Education requested the establishment, pursuant to the provisions of section 56 of the Greater New York Charter, of the following grades of positions in the Department of Education:

Title.	Rate per Annum.	Number of Incumbents.
Clerk	$2,400 00	Unlimited
Stenographer and Typewriter	2,750 00	1
Librarian	1,200 00	1

In connection therewith we report as follows:

The grade of Clerk at $2,400 per annum is for an increase from $2,250 per annum, in the salary of William S. West, who has been employed in the Office of the Secretary since 1902. It is stated that West acts as Secretary to the Committee on Sites, keeps the records of employees in the several Bureaus of the Department, prepares the several annual directories, reads proofs for the Journal of the Board of Education and performs many other similar duties with a high degree of efficiency. He is stated to be one of the most competent Clerks in the service of the Board of Education. His last increase, amounting to $150 per annum, was in December, 1906.

The grade of Stenographer and Typewriter at $2,750 per annum is for an increase of $250 per annum in the salary of Joseph Miller, Jr., Office of the Secretary. It is stated Miller acts as Secretary to the Committee on Care of Buildings and the Committee on High Schools and Training Schools, and takes testimony in trials conducted by the various Committees of the Board of Education, etc. He has been in the employ of the Board since 1898. His last increase, amounting to $700 per annum, was in December, 1906.

The grade of Librarian at $1,200 per annum is to increase the salary of Miss Mary V. Bolton from $1,050 per annum. Miss Bolton prepares the indexes of the Minutes of the Board of Education, and of the Building and other Committees. She is stated to be an expert in this line of work and especially deserving of the increase.

It is stated that funds for these increases are available.

We recommend that the request be granted by the adoption of the resolution attached hereto. Respectfully,

WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen; Select Committee.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in the Department of Education of grades of positions in addition to those heretofore established, as follows:

Title.	Rate per Annum.	Number of Incumbents.
Clerk	$2,400 00	Unlimited
Stenographer and Typewriter	2,750 00	1
Librarian	1,200 00	1

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication from the Department of Bellevue and Allied Hospitals requesting, and report of Select Committee, consisting of the Comptroller and the President of the Board of Aldermen, recommending, the establishment in said Department of the grades of position of Hospital Attendant at $240, $300, $360, $420 and $480 per annum, for an unlimited number of incumbents:

(On February 23, 1911, the request of the President of the Board of Trustees of Bellevue and Allied Hospitals for the establishment of the above grades was referred to said committee.)

Bellevue and Allied Hospitals, Office of the Board of Trustees, 1st Avenue and 26th Street, New York, February 14, 1911.

Hon. JOSEPH HAAG, *Secretary, Board of Estimate and Apportionment*, 277 Broadway, New York City:

Sir—The Trustees of Bellevue and Allied Hospitals have the honor to request the Board of Estimate and Apportionment to authorize the establishment of new grades as follows:

Hospital Attendant, $240;
Hospital Attendant, $300;
Hospital Attendant, $360;
Hospital Attendant, $420;
Hospital Attendant, $480.

This request is made in order that the grade may be used for the employees who are to be trained as Attendants in the school to be established for that purpose. The Municipal Civil Service Commission has been asked to make the change in the classification of positions involved in this request. Respectfully,

J. K. PAULDING, Secretary, Board of Trustees.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 7, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On February 14, 1911, the Board of Trustees of Bellevue and Allied Hospitals requested the establishment, pursuant to the provisions of section 56 of the Greater New York Charter, of five grades of the position of Hospital Attendant in the Department. In connection therewith we report as follows:

The grades are proposed for male employees who are to be trained as attendants in a school to be established in the hospital. The period of training is to be from one to two years, and the school is planned to give more reliable male nurses, or orderlies. The title is to be used only for graduates of the school. The Boston City Hospital has a similar school.

The five rates asked for run from $240 to $480 per annum. The rates above $300 per annum are to be paid after graduation to those in a supervising capacity or for active service in the hospital.

It is stated that the present force of male nurses is constantly changing. Many remain only one month. Under the proposed system for the training school Bellevue will have the services of the Hospital Attendants for a year or longer.

We recommend the adoption of the attached resolution approving the request. Respectfully,

WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen; Select Committee.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in the Department of Bellevue and Allied Hospitals of the grades of position, in addition to those heretofore established, as follows:

Title.	Rate Per Annum.	Number of Incumbents.
Hospital Attendant	$240 00	Unlimited
Hospital Attendant	300 00	Unlimited
Hospital Attendant	360 00	Unlimited
Hospital Attendant	420 00	Unlimited
Hospital Attendant	480 00	Unlimited

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented a report of the Select Committee consisting of the Comptroller and the President of the Board of Aldermen, recommending that the request of the President of the Board of Assessors for the establishment of various grades of positions and two new positions be not approved as the allowance made to the Board of Assessors in the 1911 Budget provides only for the present salaries for the existing force.

Which was ordered filed and the Secretary directed to transmit a copy thereof to the Board of Assessors.

(On September 16, 1910, the above request was referred to said Committee.)

The Secretary presented a report of the Select Committee, consisting of the Comptroller and the President of the Board of Aldermen, recommending that the request of the Deputy Register of Kings County for the establishment of the grade of Secretary at $2,000 per annum, for one incumbent, and Stenographer at $1,500 per annum for one incumbent, be not approved, as no allowance for the proposed increases was made in the 1911 Budget.

Which was ordered filed and the Secretary directed to transmit a copy thereof to the Register of Kings County.

(On September 23, 1910, the above request was referred to said Committee.)

The Secretary presented a report of the Select Committee, consisting of the Comptroller and the President of the Board of Aldermen, recommending that the request of the District Attorney of Queens County for the establishment of the grades of Assistant District Attorney at $3,600 per annum for one incumbent, Deputy Assistant District Attorney at $3,000 per annum for three incumbents and Stenographer at $1,800 per annum for one incumbent, be not approved as no provision for these increases was made in the 1911 Budget.

Which was ordered filed and the Secretary directed to transmit a copy thereof to the District Attorney of Queens County.

(On September 16, 1910, the request of the District Attorney of Queens County for the establishment of the above grades, as well as the grade of Process Server at $1,200 per annum, which was allowed in the 1911 Budget at $1,000 per annum, was referred to said Committee.)

The Secretary presented a report of the Select Committee, consisting of the Comptroller and the President of the Board of Aldermen, recommending that no action be taken on the request of the Commissioner of Bridges for permission to increase the compensation of a Rodman of the Williamsburg Bridge force from $1,050 to $1,200 per annum, as the resolution adopted by the Board on January 26, 1911, approving of schedules for all employees of the Bridge Department paid from non-budgetary accounts provides for said grade of position.

Which was ordered filed and the Secretary directed to transmit a copy thereof to the Commissioner of Bridges.

(On January 26, 1911, the above request was referred to said Committee.)

The Secretary presented a report of the Select Committee, consisting of the Comptroller and the President of the Board of Aldermen, referring to the request of the Board of Trustees of the College of the City of New York for the establishment of the grade of position of Clerk at $300 per annum, and stating that no action is necessary thereon as said grade was established by resolutions governing the 1911 Budget.

Which was ordered filed and the Secretary directed to transmit a copy thereof to the Board of Trustees of the College of the City of New York.

(On February 2, 1911, the above request was referred to said committee.)

The Secretary presented a report of the Select Committee, consisting of the Comptroller and the President of the Board of Aldermen, recommending that no action be taken at present on the communication from Defender Union No. 1, American Brotherhood of Blacksmiths, favoring the fixing of the compensation of Blacksmiths employed by the City at $5 per diem, as it would appear from inquiries made among private employers that it is difficult to fix a standard rate for said position, and that it seems doubtful whether a majority of the Blacksmiths privately employed receive $5 per diem. The rate of $4.50 per diem is recommended by this Board in the Budget schedules for 1911.

Which was ordered filed and the Secretary directed to transmit a copy thereof to Defender Union No. 1, American Brotherhood of Blacksmiths.

(On September 23, 1910, the above communication was referred to said Committee.)

The Secretary presented a report of the Select Committee, consisting of the Comptroller and the President of the Board of Aldermen, recommending that the request of the U. S. Blacksmith Helpers' Union, Local No. 1, of New York City and vicinity, for an increase from $3 to $3.50 per diem in the wages of Blacksmiths' Helpers in City Departments be not approved, as on June 10, 1910, the Board disapproved of a similar request and there is no apparent reason now for changing its decision.

Which was ordered filed and the Secretary directed to transmit a copy thereof to the U. S. Blacksmiths Helpers' Union, Local No. 1, New York and vicinity.

(On September 16, 1910, the above request was referred to said Committee.)

The Secretary presented the following communication from the Acting President of the Borough of Brooklyn requesting the establishment of the grade of position of Automobile Engineman at $1,200 per annum, for eight incumbents, together with a report of the Select Committee, consisting of the Comptroller and the President of the Board of Aldermen recommending, that said request be disapproved for the reason that the proposed change would increase the yearly rate of eight Automobile Enginemen provided for in the Budget at the rate of $3 per diem for 365 days by $840, and it is contrary to the practice of the Board to place per diem employees on a per annum basis.

(On February 23, 1911, the above request was referred to said Committee.)

(On March 23, 1911, the above report was referred back to the President of Brooklyn.)

The City of New York, Office of the President of the Borough of Brooklyn, Brooklyn, February 17, 1911.

Hon. JOSEPH HAAG, *Secretary, Board of Estimate and Apportionment:*

Dear Sir—I would respectfully request that you prepare a resolution for adoption by the Board of Estimate and Apportionment recommending to the Board of Aldermen the establishment of the position of Automobile Enginemen in this Department for eight (8) incumbents at the rate of $1,200 per annum, in addition to the other grades existing therein.

The grade of $1,200 has already been established in this Department for one incumbent. It is not the intention to increase the number of Automobile Enginemen, but merely to pay the men who are now receiving $3 per diem an annual salary of $1,200. Yours very truly,

L. H. POUNDS, Commissioner of Public Works and Acting President, Borough of Brooklyn.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 11, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On February 17, 1911, the Acting President of the Borough of Brooklyn requested the establishment in his office, pursuant to the provisions of section 56 of the Greater New York Charter, of the grade of position of Automobile Engineman, at $1,200 per annum, for eight incumbents. In connection therewith your Committee reports as follows:

The grade is established for one incumbent only. The request is for the purpose of increasing eight Automobile Enginemen from $3 per diem to $1,200 per annum. The employees are provided for in the Budget for 365 days. The proposed change would increase the yearly rate by $840. It is contrary to the usual practice of this Board to place per diem employees on a per annum basis.

For these reasons we recommend that the request be not approved. Respectfully, WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen; Select Committee.

The Comptroller stated that since the report was signed it was discovered that the grade requested has been provided for and is in existence in many Departments, and further that he believed it would reduce the force so as to save $1,300 a year, and that the Committee, therefore, withdrew its objection.

The following resolution was offered:

Resolved, That, in accordance with the provisions of section 56 of the Greater New York Charter, the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen the establishment of the following grade of position in the office of the President of the Borough of Brooklyn in addition to those already existing therein, viz.:

	Incumbents.	Salary Per Annum.
Automobile Engineman	8	$1,200 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication from the Acting President of the Borough of Brooklyn requesting, and report of the Comptroller recommending, a modification of salary schedule No. 1819 and 1820, supporting the appropriation made in the Budget for the year 1911, for the office of the President of the Borough of Brooklyn, providing for the substitution of an Assistant Engineer at $3,000 per annum for a Plan Examiner, at $2,400 per annum, and for the elimination of an Inspector of Carpentry and Masonry, at $1,200 per annum, involving the transfer of $500, but no additional appropriation:

The City of New York, Office of the President of the Borough of Brooklyn, Brooklyn, March 21, 1911.

Hon. WILLIAM A. PRENDERGAST, *Comptroller*, 280 Broadway, New York:

Dear Sir—I respectfully request that you recommend to the Board of Estimate and Apportionment the adoption of a resolution amending salary schedules of the Bureau of Buildings of this department, No. 1819 and 1820, in accordance with the attached schedule. This amendment, if granted, will eliminate one Inspector of Carpentry and Masonry, at $1,200 and create an unassigned balance of $600 in schedule No. 1820; also allow the transfer of $600 to schedule No. 1819.

In schedule No. 1819 the change proposed eliminates one Plan Examiner, at $2,400 and substitutes one Assistant Engineer, at $3,000, using the $600 transferred.

This change will allow for the payment of the salary of Mr. John Hamm, who has passed the promotion examination to Assistant Engineer, and will not increase the number of employees nor the total appropriation in this department for the year 1911.

I would thank you to have this matter given early consideration and return to me my request of the 15th instant on the same matter. Yours very truly,

L. H. POUNDS, Acting Borough President.

Bureau of Buildings, Administration—

1819. Salaries:

Superintendent	$5,000 00
Assistant Superintendent	4,000 00
Chief Clerk	3,000 00
Secretary to Superintendent	3,000 00
Assistant Engineer	3,000 00
Plan Clerk	1,650 00
Assistant Engineers, 2 at $2,400	4,800 00
Clerk	1,800 00
Clerks, 2 at $1,650	3,300 00
Clerks, 4 at $1,350	5,400 00
Clerks, 6 at $1,050	6,300 00
Stenographer and Typewriter	1,200 00
Typewriting Copyist, 2 at $1,200	2,400 00
Stenographer and Typewriter	1,050 00
Messengers, 2 at $1,050	2,100 00
Process Servers, 4 at $1,050	4,200 00
	$52,200 00

Inspection Field Force—

1820. Salaries:

Chief Inspectors, 2 at $2,500	$5,000 00
Chief Inspector of Plumbing	1,800 00
Inspector of Plumbing	2,400 00
Inspectors of Plumbing, 2 at $1,800	3,600 00
Inspector of Plumbing	1,650 00
Inspectors of Plumbing, 6 at $1,500	9,000 00
Inspectors of Plumbing, 5 at $1,350	6,750 00
Inspectors of Plumbing, 13 at $1,200	15,600 00
Inspectors of Carpentry and Masonry, 5 at $2,400	12,000 00
Inspectors of Carpentry and Masonry, 7 at $1,800	12,600 00
Inspectors of Carpentry and Masonry, 24 at $1,500	36,000 00
Inspectors of Carpentry and Masonry, 10 at $1,350	13,500 00
Inspectors of Carpentry and Masonry, 10 at $1,200	12,000 00
Inspector of Elevators	1,500 00
Inspectors of Elevators, 4 at $1,200	4,800 00
Inspector of Iron and Steel	1,650 00
Inspector of Iron and Steel	1,200 00
Automobile Engineman, 1 at $3 per day (365 days)	1,095 00
Balance unassigned	600 00
	$142,745 00

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 24, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On March 21, 1911, the Acting President of the Borough of Brooklyn requested modification of two salary schedules in the Bureau of Buildings in his office, for the year 1911, involving the cash transfer of $500. In connection therewith, I report as follows:

In No. 1819, Administration, it is proposed to strike out a Plan Examiner at $2,400, and insert an Assistant Engineer at $3,000 per annum. The $600 increase is to be transferred from No. 1820, Inspection and Field Force. The change is for an increase of $600 per annum for John Hamm, whose title is to be changed from Plan Examiner to Assistant Engineer. Mr. Hamm was appointed on October 9, 1899, as an Inspector of Carpentry and Masonry, at $1,350 per annum. On February 23, 1904, his title was changed to Plan Examiner, at $1,500 per annum, and on March 1, 1905, he was increased to the present rate. Mr. Hamm is Chief Plan Examiner. It is stated that he is to continue to supervise the plan examining force, and, in addition, to do engineering work.

In No. 1820, it is proposed to strike out an Inspector of Carpentry and Masonry at $1,200 per annum, an unassigned balance of $600 to be inserted and the balance of $600 to be transferred to No. 1819.

The following table shows the changes in detail:

Account No.	Schedule Line.	Schedule Transfer. Decrease..	Schedule Transfer. Increase.	Cash Transfer. Decrease.	Cash Transfer. Increase.
1819.	Plan Examiner, 1 at $2,400...	$2,400 00	.....	$2,000 00	.....
	Assistant Engineer, at $3,000.	.....	$3,000 00	.....	$2,500 00
1820.	Inspectors of Carpentry and Masonry, 11 at $1,200.....	1,200 00	.....	1,000 00	.....
	Unassigned balance	.....	600 00	.....	500 00
		$3,600 00	$3,600 00	$3,000 00	$3,000 00

The attached resolution, if adopted, will grant the request.

Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedules, as revised, for the office of the President of the Borough of Brooklyn, for the year 1911, as follows:

President of the Borough of Brooklyn, Bureau of Buildings, Administration—

1819. Salaries:

Superintendent		$5,000 00
Assistant Superintendent		4,000 00
Chief Clerk		3,000 00
Secretary to Superintendent		3,000 00
Plan Clerk		1,650 00
Assistant Engineer		3,000 00
Assistant Engineers	2 at $2,400 00	4,800 00
Clerk		1,800 00
Clerks	2 at $1,650 00	3,300 00
Clerks	4 at 1,350 00	5,400 00
Clerks	6 at 1,050 00	6,300 00
Stenographer and Typewriter		1,200 00
Typewriting Copyists	2 at $1,200 00	2,400 00
Stenographer and Typewriter		1,050 00
Messengers	2 at $1,050 00	2,100 00
Process Servers	4 at 1,050 00	4,200 00
		$52,200 00

Inspection and Field Force—

1820. Salaries:

Chief Inspectors	2 at $2,500 00	$5,000 00
Chief Inspector of Plumbing		1,800 00
Inspector of Plumbing		2,400 00
Inspectors of Plumbing	2 at $1,800 00	3,600 00
Inspector of Plumbing		1,650 00
Inspectors of Plumbing	6 at $1,500 00	9,000 00
Inspectors of Plumbing	5 at 1,350 00	6,750 00
Inspectors of Plumbing	13 at 1,200 00	15,600 00
Inspectors of Carpentry and Masonry	5 at 2,400 00	12,000 00
Inspectors of Carpentry and Masonry	7 at 1,800 00	12,600 00
Inspectors of Carpentry and Masonry	24 at 1,500 00	36,000 00
Inspectors of Carpentry and Masonry	10 at 1,350 00	13,500 00
Inspectors of Carpentry and Masonry	10 at 1,200 00	12,000 00
Inspector of Elevators		1,500 00
Inspectors of Elevators	4 at $1,200 00	4,800 00
Inspector of Iron and Steel		1,650 00
Inspector of Iron and Steel		1,200 00
Automobile Engineman	1 at $3 per day (365 days)	1,095 00
Balance unassigned		600 00
		$142,745 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of transfer of funds appropriated to the Office of the President of the Borough of Brooklyn, for the year 1911, as follows:

President of the Borough of Brooklyn.

From

Bureau of Buildings, Inspection and Field Force—

1820. Salaries $500 00

To

Bureau of Buildings, Administration—

1819. Salaries $500 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication from the President of the Borough of Richmond requesting, and report of the Comptroller recommending, a modification of salary schedule No. 1892, supporting the appropriation made in the Budget for the year 1911, for the office of said Borough President, providing for a change in title of Laborer to Axeman at the same rate of compensation:

The City of New York, Office of the President of the Borough of Richmond, Borough Hall, New Brighton, New York City, February 25, 1911.

To the Honorable Board of Estimate and Apportionment, 277 Broadway, New York:

Gentlemen—I would request a modification of the salaries and wages schedule of the Bureau of Engineering, Construction, of this office, as follows:

Bureau of Engineering, Construction—

1892. Salaries:

Engineer	1 at $4,000 00	$4,000 00
Assistant Engineer	1 at 3,000 00	3,000 00
Assistant Engineers	3 at 2,700 00	8,100 00
Assistant Engineers	5 at 2,250 00	11,250 00
Assistant Engineers	3 at 2,000 00	6,000 00
Assistant Engineers	2 at 1,800 00	3,600 00
Assistant Engineers	2 at 1,650 00	3,300 00
Transitmen	2 at 1,800 00	3,600 00
Transitman	1 at 1,650 00	1,650 00
Transitman	1 at 1,350 00	1,350 00
Transitman and Computer	1 at 1,800 00	1,800 00
Transitmen and Computers	2 at 1,650 00	3,300 00
Transitman and Computer	1 at 1,500 00	1,500 00
Leveler	1 at 1,500 00	1,500 00
Searcher	1 at 1,200 00	1,200 00
Topographical Draftsman	1 at 1,800 00	1,800 00
Topographical Draftsmen	2 at 1,650 00	3,300 00
Topographical Draftsmen	3 at 1,500 00	4,500 00
Topographical Draftsman	1 at 1,350 00	1,350 00
Rodmen	5 at 1,200 00	6,000 00
Rodmen	2 at 900 00	1,800 00
Axemen	3 at 900 00	2,700 00
Clerk	1 at 1,650 00	1,650 00
Clerk	1 at 1,350 00	1,350 00
Stenographer and Typewriter	1 at 1,500 00	1,500 00
Inspectors (Highways)	8 at 1,200 00	9,600 00
Inspectors (Sewer)	9 at 1,500 00	13,500 00
Messenger	1 at 1,050 00	1,050 00
Automobile Engineman	1 at 1,050 00	1,050 00
Wages, Regular Employees:		
Foremen	8 at 1,050 00	8,400 00
Drivers	5 at 900 00	4,500 00
Laborers	17 at 900 00	15,300 00
Laborer	1 at 720 00	720 00
Laborers (302 days)	at $2 per day	1,812 00
		$137,032 00
Budgetary part allowance		$40,525 00

The object of this modification is to change the line "2 Axemen at $900 per annum" to "3 Axemen at $900 per annum," and to change the schedule line "18 Laborers at $900 per annum," to "17 Laborers at $900 per annum," to provide for the promotion of a Laborer to the position of Axeman. No increase in the amount of the schedule will be entailed.

Yours respectfully, GEORGE CROMWELL, President of the Borough.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 24, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On February 25, 1911, the President of the Borough of Richmond requested modification of the 1911 schedule supporting the budgetary part appropriation for Salaries and Wages, Regular Employees, for the Bureau of Engineering (Construction). In connection therewith, I report as follows:

The Municipal Civil Service Commission has approved of a change in title from Laborer to Axeman, at the same rate of $900 per annum, and it is proposed to transfer the incumbent from the part of the schedule for Wages, Regular Employees, to the part for Salaries. The transfer would be contrary to the resolutions governing the 1911 Budget. The modification may be made by substituting the Axeman for the Laborer in Wages, Regular Employees. The incumbent, Walter Pero, was appointed in May, 1906, as a Laborer at $2 per day. In May, 1907, his compensation was placed at $720 per annum, and in November, 1908, he was increased to the present rate.

I recommend the adoption of the attached resolution providing for the requested change in title.

Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the office of the President of the Borough of Richmond, for the year 1911, as follows:

President, Borough of Richmond.

Bureau of Engineering, Construction—

1892. Salaries:

Engineer	1 at	$4,000 00
Assistant Engineer	1 at	3,000 00
Assistant Engineers,	3 at	2,700 00
Assistant Engineers,	5 at	2,250 00
Assistant Engineers	3 at	2,000 00
Assistant Engineers	2 at	1,800 00
Assistant Engineers	2 at	1,650 00
Transitmen	2 at	1,800 00
Transitman	1 at	1,650 00
Transitman	1 at	1,350 00
Transitman and Computer	1 at	1,800 00
Transitmen and Computers	2 at	1,650 00
Transitman and Computer	1 at	1,500 00
Leveler	1 at	1,500 00
Searcher	1 at	1,200 00
Topographical Draftsman	1 at	1,800 00
Topographical Draftsmen	2 at	1,650 00
Topographical Draftsmen	3 at	1,500 00
Topographical Draftsman	1 at	1,350 00
Rodmen	5 at	1,200 00
Rodmen	2 at	900 00
Axemen	2 at	900 00
Clerk	1 at	1,650 00
Clerk	1 at	1,350 00
Stenographer and Typewriter	1 at	1,500 00
Inspectors (Highways)	8 at	1,200 00
Inspectors (Sewers)	9 at	1,500 00
Messenger	1 at	1,050 00
Automobile Engineman	1 at	1,050 00
Wages, Regular Employees:		
Foremen	8 at	1,050 00
Axeman	1 at	900 00
Drivers	5 at	900 00
Laborers	17 at	900 00
Laborer	1 at	720 00
Laborers, $2 per day (302 days)	3 at	.....
Budgetary part allowance, $40,525.		

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens, and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication from the Department of Bellevue and Allied Hospitals requesting, and report of the Comptroller recommending, a modification of salary schedules Nos. 212, 215, 217, 218 and 235, supporting the appropriation made in the Budget for the year 1911, for said Department, providing for increases in compensation of seven employees, involving the transfer of $550, but no additional appropriation:

Bellevue and Allied Hospitals, Office of the Board of Trustees, 1st Avenue and 26th Street, New York, March 9, 1911.

Hon. JOSEPH HAAG, *Secretary, Board of Estimate and Apportionment*, 277 Broadway, New York City:

Sir—The Trustees of Bellevue and Allied Hospitals have the honor to request the Board of Estimate and Apportionment to amend the schedules of salaries and wages of this Department for the year 1911 in accordance with the schedules attached. The changes therein do not involve any additional expenditure and are made to meet the present needs of the Department. The principal changes are in the increases in salary of the Resident Alienist, Assistant Resident Alienists, Clerk and Housekeeper, to meet the new grades for these incumbents established by the Board of Aldermen on February 28.

To meet these modifications, it is requested that transfers of funds be made as follows:

	From	
217.	Salaries	$480 00
	To	
212.	Salaries	$450 00
215.	Salaries	30 00
		$480 00
	From	
235.	Wages, Regular Employees	$280 00
	To	
218.	Wages, Regular Employees	$280 00

Respectfully, J. K. PAULDING, Secretary, Board of Trustees.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 23, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—In reference to a request of the Board of Trustees of Bellevue and Allied Hospitals on March 9, 1911, for modification of five schedules of salaries and wages in the Department for the year 1911, and involving the transfers of $633.33, I report as follows:

Seven increases of compensation are involved. Grades of positions for five of the proposed increases were established, pursuant to the provisions of section 56 of the Greater New York Charter, by the Board of Aldermen, on February 9, 1911, as follows:

	Rate Per Annum.	Number of Incumbents.
Resident Physician	$4,000 00	1
Assistant Alienist	2,100 00	2
Clerk	1,200 00	1
Housekeeper	900 00	1

These grades were in the Departmental estimate for 1911. The Board of Trustees states that the members of the Budget Committee expressed themselves in favor of the grades for salary increases, providing the changes could be made within the appropriation. The Board further states:

Through a reorganization, which it is expected will increase the efficiency and yet reduce the cost in salaries, a saving has been effected, from which we shall be able to pay the increases which are proposed for the Resident Physician, the Assistant Alienists, the Clerk in charge of the Payroll Bureau and a Housekeeper.

The $4,000 grade of Resident Physician is proposed in No. 217, Bellevue Hospital, Operation and Maintenance, for Dr. M. S. Gregory, now at $3,500 per annum. Dr. Gregory has been in the Department over eight years. The psychopathic wards are being enlarged and their administration will add to his duties. Dr. Gregory, in the absence of the General Medical Superintendent, has supervised the entire Department. His responsibilities have been increased by chapter 557 of the Laws of 1910, authorizing Justices to commit to Bellevue for examination any person who may appear insane and who is under indictment or under a criminal charge, on which the maximum fine does not exceed $500, or the maximum prison sentence one year. Lunacy Commissioners formerly were appointed to examine such prisoners. The Board of Trustees states that Courts and the District Attorney's office have frequently commended Dr. Gregory for excellent ability.

The grade of Assistant Alienist at $2,100 per annum, also in No. 217, is for Dr. Charles H. Holmes and Dr. Michael J. Thornton, now at $1,500 each. Dr. Holmes was appointed on April 16, 1906, Dr. Thornton was in the Department from April, 1905, until April, 1906, and re-entered the service on July 15, 1910. It is stated that these incumbents have refused more advantageous offers in the hope of increased compensation in Bellevue. The Board of Trustees states:

The Assistant Alienists have been carefully trained. Their duties involve very depressing surroundings. The payment of the higher salaries asked for them would only be fair compensation for the services rendered.

The grade of Clerk, at $1,200 per annum, is proposed in No. 212, General Administration, for Cornelius D. Buckley, in charge of the payroll bureau, at $900 per annum. Mr. Buckley supervises the payrolls of all the hospitals. He was appointed on May 7, 1906, at $600 per annum. On February 1, 1908, his salary was increased to the present rate.

The grade of Housekeeper, at $900 per annum, is proposed in No. 218, Bellevue Hospital, Operation and Maintenance, Wages, Regular Employees, for Miss Irene Hyland, appointed on April 30, 1910, at $800 per annum. Miss Hyland is acting dietitian for Bellevue Hospital, and has charge of all the waitresses and waiters.

Another salary increase proposed in No. 212 is for Miss Clara M. Smith, a Stenographer, from $900 to $1,050 per annum. Miss Smith was appointed on November 1, 1904, at $720 per annum. On April 1, 1906, her compensation was increased to $750, and on January 1, 1910, to the present rate. Miss Smith is in the office of the Board of Trustees and prepares the minutes. It is stated that Miss Smith now fills a position in which the former incumbent received $1,200 per annum.

It is also requested, in No. 218, that the salary of Miss Harriett Van Sickle, Housekeeper, be increased from $720 to $800 per annum. Miss Van Sickle was appointed on February 6, 1906, at $720 per annum, and is in charge of the laundry, a position formerly held by a laundry manager at $1,200 per annum.

A Clerk (Employment Agent), at $900 per annum, is requested in No. 215, Bellevue Hospital, Administration. The Clerk is to have charge of the employment of Helpers, Domestics, etc. The position is proposed to gain a **better grade of help for** the hospitals. The title of Anæsthetist is to be changed to Instructor in Anæsthesia, in No. 217, to conform to a ruling of the Municipal Civil Service Commission.

The increases in compensation and the $900 for the additional Clerk, proposed for the salary schedules, amount to $3,070 a year. The total is to be provided by dropping from No. 217 an Admitting Physician at $1,000 per annum, an Assistant Superintendent of Training School at $1,200, a Hospital Clerk at $720, and by using an unassigned balance of $150 in No. 215.

The amount of the increases proposed for the two Housekeepers is to be transferred from an unassigned balance in No. 235, Fordham Hospital, Operation and Maintenance.

The following table shows the changes in detail:

Account No.	Schedule Line.	Schedule Transfer. Decrease.	Schedule Transfer. Increase.	Cash Transfer. Decrease.	Cash Transfer. Increase.
	Salaries:				
212.	Clerks, 2 at $900	$900 00	.....	$750 00	.....
	Clerk, at $1,200	.....	$1,200 00	.....	$1,000 00
	Stenographers, 2 at $900	900 00	.....	750 00	.....
	Stenographer, 1 at $1,050	.....	1,050 00	.....	875 00
215.	Clerk (Employment Agent), at $900	.....	900 00	.....	750 00
	Hospital Clerks, 2 at $720	720 00	.....	600 00	.....
	Unassigned balance	150 00	.....	125 00	.....
217.	Resident Physician at $3,500	3,500 00	.....	2,916 67	.....
	Resident Physician at $4,000	.....	4,000 00	.....	3,333 34
	Assistant Alienists, 2 at $1,500	3,000 00	.....	2,500 00	.....
	Assistant Alienists, 2 at $2,100	.....	4,200 00	.....	3,500 00
	Admitting Physicians, 4 at $1,000	1,000 00	.....	833 33	.....
	Assistant Superintendent of Training School at $1,200	1,200 00	.....	1,000 00	.....
	Unassigned balance	.....	20 00	.....	16 66
		$11,370 00	$11,370 00	$9,475 00	$9,475 00
	Wages, Regular Employees:				
218.	Housekeepers, 2 at $800	$800 00	.....	$666 67	.....
	Housekeeper at $900	.....	$900 00	.....	$750 00
	Housekeeper at $720	720 00	.....	600 00	.....
	Housekeeper at $800	.....	800 00	.....	666 67
235.	Unassigned balance	180 00	.....	150 00	.....
		$1,700 00	$1,700 00	$1,416 67	$1,416 67

The adoption of the attached resolutions will grant the request. Respectfully,
WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedules, as revised, for the Department of Bellevue and Allied Hospitals for the year 1911, as follows:

General Administration.

212.	Salaries:	
	General Medical Superintendent	$6,000 00
	Director of Laboratories	5,000 00
	General Superintendent of Training Schools	2,500 00
	Secretary to the President	2,500 00
	Purchasing Agent	1,800 00
	Bookkeeper	1,540 00
	Contract Clerk	1,950 00
	Clerk	1,200 00
	Clerk	900 00
	Clerks, 2 at $750	1,500 00
	Clerks, 3 at $540	1,620 00
	Stenographer	1,050 00
	Stenographer	900 00
	Stenographers, 3 at $750	2,250 00
	Hospital Clerks, 2 at $720	1,440 00
	Hospital Clerk	480 00
	Typewriting Copyist	600 00
	Supervising Engineer	2,000 00
	Architectural Draftsman	1,500 00
		$36,730 00

Bellevue Hospital—Administration.

215.	Salaries:	
	Assistant Medical Superintendent	$3,500 00
	Assistant Medical Superintendent	2,500 00
	Assistant Superintendent	2,000 00
	Chaplains, 4 at $450	1,800 00
	Clerk (Employment Agent)	900 00
	Clerk	600 00
	Hospital Clerks, 2 at $900	1,800 00
	Hospital Clerk	720 00
	Hospital Clerks, 2 at $600	1,200 00
	Hospital Clerk	540 00
	Hospital Clerk	480 00
	Typewriting Copyist	600 00
	Investigator	1,200 00
	Trained Nurse (social service)	900 00
		$18,740 00

Bellevue Hospital—Operation and Maintenance.

217.	Salaries:	
	Resident Physician	$4,000 00
	Assistant Resident Physician	1,500 00
	Assistant Alienists, 2 at $2,100	4,200 00
	Pathologist	1,800 00
	Pathologists, 2 at $1,500	3,000 00
	Admitting Physicians, 3 at $1,000	3,000 00
	Physicians to Out-Patients, 3 at $600	1,800 00
	Physicians to Out-Patients, 5 at $300	1,500 00
	X-Ray Photographer	1,800 00
	Instructors in Anaesthesia, 4 at $750	3,000 00
	Apothecary	1,200 00
	Apothecaries, 2 at $900	1,800 00
	Stenographers, 2 at $900	1,800 00
	Clerk	900 00
	Hospital Clerks, 2 at $480	960 00
	Superintendent of Training School	1,800 00
	Interpreter	1,080 00
	Inspector	720 00
	Unassigned balance	310 00
		$36,090 00

Bellevue Hospital—Operation and Maintenance.

218.	Wages, Regular Employees—	
	Medical Bath Attendant	$480 00
	Housekeeper	900 00
	Housekeepers, 2 at $800	1,600 00
	Housekeepers, 3 at $600	1,800 00
	Barber	240 00
	Butcher	720 00
	Butcher	600 00
	Gateman	500 00
	Stationary Engineers, 4 at $4.50 a day (365 days)	6,570 00
	Firemen, 7 at $3 a day (365 days)	7,665 00
	Automobile Enginemen, 2 at $1,200	2,400 00
	Drivers, 7 at $600	4,200 00
	Hospital Helpers, Mechanics, 2 at $720	1,440 00
	Hospital Helpers, Mechanics, 5 at $600	3,000 00
	Hospital Helpers, Mechanics, 2 at $480	960 00
		$33,075 00

Fordham Hospital—Operation and Maintenance.

235.	Wages, Regular Employees—	
	Housekeeper	$720 00
	Stationary Engineers, 3 at $4.50 a day (365 days)	4,927 50
	Firemen, 3 at $3 a day (365 days)	3,285 00
	Drivers, 3 at $600	1,800 00
	Automobile Engineman	1,200 00
	Seamstress	300 00
	Hospital Helpers, Mechanics, 4 at $600	2,400 00
	Hospital Helper, Mechanic	480 00
	Laundryman	600 00
	Laundryman	240 00
	Unassigned balance	440 00
		$16,392 50

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated to the Department of Bellevue and Allied Hospitals for the year 1911, as follows:

From

217.	Bellevue Hospital, Operation and Maintenance, Salaries	$400 00

To

212.	General Administration—	
	Salaries	$375 00
218.	Bellevue Hospital, Operation and Maintenance, Salaries	25 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 237 of the Greater New York Charter, hereby approves of the transfer of funds appropriated to the Department of Bellevue and Allied Hospitals for the year 1911, as follows:

From

235.	Fordham Hospital, Operation and Maintenance, Wages, Regular Employees	$150 00

	To
218. Bellevue Hospital, Operation and Maintenance, Wages, Regular Employees	150 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication from the President of the Borough of Manhattan requesting, and report of the Comptroller recommending, that authority be granted said Borough President to charge the cost of repaving the following streets to the Bond account for Repaving in the Borough of Manhattan:

Ann street, William to Gold street.
Doyers street, from Pell street to Chatham Square,
James street, from Park row to Madison street,
Norfolk street, from Hester to Broome streets,
Sheriff street, Stanton to Houston street.
Wooster street, from Bleecker to Houston streets,

(On March 16, 1911, the request of the President of the Borough of Manhattan for authority, as above, was referred to the Comptroller.)

City of New York, Office of the President of the Borough of Manhattan, City Hall, March 13, 1911.

To the Honorable Board of Estimate and Apportionment:

Gentlemen—By the resolution of your Board authorizing the issue of bonds for repaving purposes it is provided that, unless specially permitted by your Board, no street shall be repaved out of proceeds of the bonds unless it can be shown that an original pavement has been paid for by the property owners. Although diligent search has been made, it has been impossible to find assessments for original paving upon the following streets which it is desired to repave this year:

Ann street, William to Gold streets.
Doyers street, Pell street to Chatham square.
James street, Park Row to Madison street.
Norfolk street, Hester to Broome street.
Sheriff street, Stanton to Houston streets.
Wooster street, Bleecker to Houston street.

I therefore respectfully request your Board to give me special authority to repave these streets and charge the cost of the repavement to the Repaving Bond Fund. Very respectfully,

GEORGE McANENY, President of the Borough of Manhattan.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 24, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On March 13, 1911, the President of the Borough of Manhattan transmitted to the Board of Estimate and Apportionment request for special authority to repave certain streets in the Borough of Manhattan and charge the cost to the Repaving Bond Fund, as follows:

Ann street, from William to Gold street.
Doyers street, from Pell street to Chatham square.
James street, from Park row to Madison street.
Norfolk street, from Hester to Broome street,
Sheriff street, from Stanton to Houston street.
Wooster street, from Bleecker to Houston street.

This request was made in pursuance of a resolution adopted by the Board of Estimate and Apportionment on June 19, 1908, which provides that no contract shall be made for repaving any street or avenue unless the Borough President having charge thereof submits to the Comptroller with such contract evidence showing that the original pavement on such street or avenue was laid at the expense of the abutting property owners, or by local taxation, or by bond issues paid by the locality before consolidation, unless the Board of Estimate and Apportionment shall otherwise determine upon presentation of the facts and circumstances affecting such street or avenue.

It is explained by the President of the Borough of Manhattan that although diligent search has been made it has been impossible to find assessments for the original paving of the said streets.

To confirm this statement I have caused a careful search to be made, but with like results. An examination of the records as far back as 1839 fails to disclose any assessment levied for paving or repaving any of the said streets within the limits named. These streets, however, are all in the old and busy section of the Borough of Manhattan. They have all been paved and repaved and it is reasonable to assume that the cost of paving has at some time been assessed against the adjoining property or paid for by local taxation.

The condition of these streets as regards the necessity for their repavement, etc., is as follows:

Ann Street, from William to Gold Street

This street was repaved with granite block pavement on a sand foundation in 1881. The cost was paid from the Repaving Fund. The street is in bad condition and should be repaved.

Doyers Street, from Pell Street to Chatham Square.

This street was repaved with sheet asphalt on old stone foundation in 1902. The maintenance period expired in 1907. The asphaltic surface has worn thin and I have been informed that the cost of repairs in 1910 was more than twenty-five cents per square yard of entire area. It will be a matter of economy to repave this street.

James Street, from Park Row to Madison Street.

This street was repaved with sheet asphalt on the old stone block foundation in 1904. The maintenance period expired in 1909. The pavement is in bad order and should be renewed.

Norfolk Street, from Hester to Broome Street.

This street was repaved with sheet asphalt on the old stone block foundation in 1904. The maintenance period expired in 1909. The pavement is in bad condition and should be renewed.

Sheriff Street, from Stanton to Houston Street.

This street was repaved with sheet asphalt on the old stone block foundation in 1894. The maintenance period expired in 1909. The pavement is in bad condition and should be renewed.

Wooster Street, from Bleecker to Houston Street.

This street was repaved with sheet asphalt on the old stone block foundation in 1903. The maintenance period expired in 1908. The pavement is in bad condition and should be renewed.

I am of the opinion that the authority asked for by the President of the Borough of Manhattan should be granted.

I recommend, therefore, the adoption of the resolution hereto attached.

Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby authorizes the repaving of the following-named streets under the jurisdiction of the President of the Borough of Manhattan, the cost thereof to be charged to the Bond Account for Repaving Streets in the Borough of Manhattan:

Ann street, from William to Gold street.
Doyers street, from Pell street to Chatham square.
James street, from Park row to Madison street.
Norfolk street, from Hester to Broome street.
Sheriff street, from Stanton to Houston street.
Wooster street, from Bleecker to Houston street.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication from the Board of Education requesting, and report of the Comptroller recommending approval, pursuant to resolution adopted June 3, 1910, of the plans, specifications and estimates of cost for fireproof stairways and other work in various public schools in Brooklyn, as per accompanying resolution:

Board of Education of The City of New York, Office of the Secretary, March 6, 1911.

Hon. W. A. PRENDERGAST, *Comptroller:*

Dear Sir—I beg to advise you of the receipt of a communication from Mr. C. B. J. Snyder, Superintendent of School Buildings, under date of March 4, 1911, reading as follows:

"I am forwarding herewith plans and specifications for the following work for transmission to the Comptroller to be presented to the Board of Estimate and Apportionment in compliance with the resolution adopted by that Board on January 5, 1911:

Various, Brooklyn, for fireproof stairways, etc., approximate cost—

Public School 1	$3,600 00
Public School 11	5,400 00
Public School 17	5,250 00
Public School 22	4,250 00
Public School 30	3,400 00
Public School 43	4,350 00
Public School 71	3,650 00
Public School 77	5,600 00
Public School 78	1,000 00

"These plans have all been approved under the provisions of section 1073 of the Charter.

"Plans and specifications have been approved by the Department of Water Supply, Gas and Electricity, as noted on same."

The plans and specifications referred to in the foregoing communication are transmitted herewith. Respectfully yours,

A. E. PALMER, Secretary, Board of Education.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 24, 1911.

The Board of Estimate and Apportionment:

Gentlemen—On March 6, 1911, the Board of Education requested approval, pursuant to the resolution adopted by the Board of Estimate and Apportionment June 3, 1910, of plans, specifications and estimates of cost for fireproof stairways, etc., at the following school buildings in the Borough of Brooklyn:

	Approximate Cost.
Public School 1	$3,600 00
Public School 11	5,400 00
Public School 17	5,250 00
Public School 22	4,250 00
Public School 30	3,400 00
Public School 43	4,350 00
Public School 71	3,650 00
Public School 77	5,600 00
Public School 78	1,000 00

The buildings mentioned are all old buildings, some having been constructed fifty years ago. The main stairways of all these buildings are of wood, and in some instances these stairways are used by the pupils leaving the building. The plans and specifications contemplate the removal of these wooden stairways and replacement with fireproof construction, together with all work incidental thereto. Emergency exits from some classrooms are provided where needed and exits from boiler rooms to take the place of present exits which are to be closed, to conform to the rules for fire protection adopted by the Committee on Buildings of the Board of Education. The estimates of cost appear reasonable.

The cost of these improvements is to be charged to the fund known as C-DE-80, Providing Fire Protection, Borough of Brooklyn, which was released by resolution of the Board of Estimate and Apportionment adopted June 3, 1910, in which, at the date of this report, there appears to be a sufficient balance to pay the cost of these improvements. I recommend the adoption of the resolution appended hereto.

Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to its resolution of June 3, 1910, hereby approves of plans, specifications and estimates of cost for fireproof stairways and other work in various public schools in Brooklyn, as follows:

Public School 1, approximate cost three thousand six hundred dollars ($3,600).
Public School 11, approximate cost, five thousand four hundred dollars ($5,400).
Public School 17, approximate cost, five thousand two hundred and fifty dollars ($5,250).
Public School 22, approximate cost, four thousand two hundred and fifty dollars ($4,250).
Public School 30, approximate cost, three thousand four hundred dollars ($3,400).
Public School 43, approximate cost, four thousand three hundred and fifty dollars ($4,350).
Public School 71, approximate cost, three thousand six hundred and fifty dollars ($3,650).
Public School 77, approximate cost, five thousand six hundred dollars ($5,600).
Public School 78, approximate cost, one thousand dollars ($1,000).

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication from the Commissioner of Public Works, Borough of Richmond, requesting, and report of the Comptroller recommending approval, pursuant to resolution adopted June 3, 1910, of the plans, specifications and estimate of cost ($3,867) for the erection and completion of a new shed, oil house and fence to be erected on the property purchased by the City of New York from the Staten Island Water Supply Company, between Dubois avenue and Spring street, West New Brighton, Borough of Richmond, said approval to be subject to the modifications and amendments to be made to the plans and specifications as per accompanying resolution:

The City of New York, Office of the President of the Borough of Richmond, Borough Hall, New Brighton, New York City, March 17, 1911.

Department of Finance, 280 Broadway, New York:

Gentlemen—In accordance with resolution of the Board of Estimate and Apportionment, we send you herewith for examination and report to the said Board set of plans and copy of specifications for the erecting of a shed, oil house and fence, for our Bureau of Highways. Corporate stock for this has been fully authorized by the respective boards. Yours very truly, LOUIS L. TRIBUS, Commissioner.

Deepartment of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 24, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On March 17, 1911, the Commissioner of Public Works for the Borough of Richmond transmitted for approval plans and specifications for a shed, oil house and fence to be erected on property of The City of New York between Dubois avenue and Spring street, West New Brighton, Staten Island.

The plans show a shed 250 feet long with storehouses at each end, a reinforced concrete house, 14 feet by 16 feet, for the storage of oils, and a board fence of which 640 linear feet are to be erected.

This shed, with the storehouses, oil house and fence, are very much needed in order to store tools, materials, supplies, etc., for the use of the Bureau of Highways in this section.

This work was advertised in the CITY RECORD from January 19 to January 31 inclusive, and bids were opened on the latter date, the lowest aggregate bid for the work being that of Messrs. Norman and Young, for the sum of $3,867.

When the work was first advertised certain discrepancies between the plans and specifications were called to the attention of the Commissioner, whereupon a letter was sent to each bidder before the contract was let, stating that in he case of such discrepancies bids would be accepted on the specifications only. A copy of this letter is attached to the specifications.

An examination of the plans and specifications shows them defective in many respects which are not covered by the letter above referred to, as follows:

1. The specification reads as follows under "General Conditions":

"The work to be done under this contract shall comprise the furnishing of all labor and materials necessary for the completion of the work shown on the drawings or mentioned in the specifications, except the excavating and grading, which shall be done by the City."

It is intended by this that the City shall grade off the surface of the ground as required, removing all superfluous material. The plans show foundations, footings and piers extending four feet below the surface. Under the above quoted clause of the specification the contractor can compel the City to excavate for these foundations, etc. This matter should be definitely stated by the addition of a clause specifying that the contractor is to do all excavation for foundations, piers and footings.

2. Three brick chimneys are to be erected for the storehouses. No foundation for these chimneys is shown on the plans or included in the specification. Foundation walls and footings for chimneys should be specified.

3. The specifications mention double hung windows, but the plans as drawn do not show this style of window. This omission can be corrected by specifying that all windows shall be double hung.

4. Specifications under "Novelty siding water table" read as follows:

"The outside covering of studs shall be a single thickness of well seasoned No. 1, 6-inch white pine "Novelty" siding with water table at the sill, as shown in the plans."

The water table is not shown on the plans. By omitting the words "as shown in the plans" the specification for water table will be sufficient.

5. The specifications call for "all hardware necessary" but do not specify, as they should, the kind of hardware to be supplied.

6. The specifications and plans for the oil house call for a "tie-rod with turnbuckle in centre." The method of securing this tie-rod in the walls is not shown or specified. This should be done by inserting the ends of the tie-rod through an iron plate and securing with nuts on the end of the rod.

7. No hardware is specified for the door of the oil house. This should be included in the specifications.

8. The plans and specifications for the fence do not show the size of the chestnut posts to be furnished. This should be stated in the specifications.

The cost of this work is to be charged to the Corporate Stock Fund designated as C-PR-9 authorized by the Board of Estimate and Apportionment on June 3, 1910, for the construction of storage houses and improvement of storage yards in connection with the Bureau of Highways, Borough of Richmond, $8,500, in which at the date of this report there is a sufficient balance to pay the cost of this work.

The sum of $3,867 appears to be a reasonable price for the work.

In order not to delay the awarding of the contract I submit the attached resolution embodying amendments to the specifications, which will correct the errors now existing but will not cause any change in the cost of the work. The lowest bidders will agree to these amendments without any increase in the amount of their bid.

Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, in accordance with its resolution of June 3, 1910, hereby approves the plans and specifications and estimate of cost, three thousand eight hundred and sixty-seven dollars ($3,867) for furnishing all the materials and labor necessary for the erection and completion of a new shed, oil house and fence to be erected on the property purchased by The City of New York from the Staten Island Water Supply Company, situated along the southern boundary of said property between Dubois avenue and Spring street in the First Ward, Borough of Richmond, under the jurisdiction of the President of the Borough of Richmond, provided, however, that the following modifications and amendments be made to said plans and specifications:

Under "General Conditions" add the following:

The contractor shall do all excavating for foundations, piers and footings for all the work.

Under "Chimneys and Piers" add the following:

All chimneys shall have foundations and footings of concrete extending four feet below the surface of the ground similar to foundations and footings of posts and piers.

Under "Timber," second paragraph, first line, now reads: "All double hung sash frames to have noiseless frame pulleys"; this to be changed to read as follows:

All windows shall be double hung and all sash frames shall have noiseless pulleys.

Under "Novelty Siding Water Table" omit the words "as shown on plans."

Under "Hardware" add the following: *All hardware to be galvanized iron.*

Under "Oil House," fourth paragraph, add the following:

Tie-rod to be secured in the walls by passing through a one-quarter-inch steel plate, six inches square, with a nut on each end.

Under "Oil House" add the following:

Door of oil house to have hardware the same as is specified for storage houses.

Under "Fence," second paragraph, third line, after the word "chestnut" insert the words: *six inches square or, if round, shall be ten inches in diameter.*

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication from the Comptroller, requesting the establishment of the grades of position of Inspector in the Department of Finance at $1,200, $1,350, $1,500, $1,650 and $1,800 per annum, for an unlimited number of incumbents:

City of New York, Department of Finance, Comptroller's Office, March 27, 1911.

To the Honorable Board of Estimate and Apportionment:

Gentlemen—Request is hereby made that the Board of Estimate and Apportionment recommend to the Board of Aldermen, in accordance with the provisions of section 56 of the Charter, that salaries, unlimited as to the number of incumbents, be fixed for the position of Inspector in the Department of Finance as follows:

$1,200, $1,350, $1,500, $1,650 and $1,800 per annum.

At the present time salaries as established, for this Department, for Inspector of Regulating, Grading and Paving, Inspector of Repairs and Supplies, Inspector of Sewers, etc., in some cases are limited as to the number of incumbents, and in other cases are unlimited. For instance the Department is *unlimited* as to the number of Inspectors of Regulating, Grading and Paving at $1,800 and $1,650 per annum, but *limited* to two at $1,500, one at $1,350 and one at $1,200.

It is accordingly desired that the salaries as requested be established at once.

Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That, in accordance with the provisions of section 56 of the Greater New York Charter, the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen the establishment of the following position in the Department of Finance:

	Incumbents.	Salary. Per Annum.
Inspector	Unlimited	$1,200 00
Inspector	Unlimited	1,350 00
Inspector	Unlimited	1,500 00
Inspector	Unlimited	1,650 00
Inspector	Unlimited	1,800 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication from the Comptroller, requesting that the salary schedules supporting the appropriation made in the Budget for the year 1911 for the Department of Finance, be modified, in order to provide for the abolishment of one position of Expert Accountant, at $3,500 per annum, and three positions of Expert Accountant, at $2,500 each per annum, for the addition of eight Expert Accountants, at $2,100 each per annum; reduction in the salary of a clerk from $2,800 to $2,400 per annum, and for various other changes, as per accompanying resolution:

City of New York, Department of Finance, Comptroller's Office, March 27, 1911.

To the Honorable Board of Estimate and Apportionment:

Gentlemen—Request is hereby made that the Budget schedule lines supporting the salaries appropriations made to the Department of Finance, known respectively as "Executive Division, 25, Salaries," "Auditing Bureau, 31, Salaries," and "Revenue: Taxes, Assessments and Arrears, Miscellaneous, 32, Salaries," be amended in order to provide:

1—For abolishing one position of Expert Accountant at $3,500;

2—For abolishing three positions of Expert Accountant at $2,500 per annum each;

3—For eight Expert Accountants at $2,100 per annum each;

4—For the reduction in the salary of a Clerk, from $2,800 to $2,400;

5—For the reduction in the salary of a Stenographer and Typewriter, from $1,350 to $1,200;

6—For abolishing the position of Stenographer and Typewriter, at $1,200, in the Bureau for the Collection of Taxes, and establishing a salary for the said position in that Bureau at $900 per annum, and for various minor changes in the salary schedules mentioned, as shown by resolution, hereto attached, which is submitted for adoption.

Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the following modifications of the schedules of salaries supporting the appropriations made to the Department of Finance, for the year 1911, entitled and as follows:

Executive Division—

25.	Salaries:	
	Deputy Comptrollers, 2 at $7,500	$15,000 00
	Assistant Deputy Comptroller	6,000 00
	Secretary to the Department	6,000 00
	Clerk to the Comptroller	2,100 00
	Stenographer to the Comptroller	1,500 00
	Chief Stock and Bond Clerk	5,000 00
	Chief Examiner of Accounts of Institutions	5,000 00
	Appraiser of Real Estate	4,000 00
	Clerk	3,000 00
	Clerk (Chief)	2,800 00
	Clerk	2,800 00
	Clerks, 2 at $2,400	4,800 00
	Clerks, 2 at $2,250	4,500 00
	Clerk	2,100 00
	Clerk	1,950 00
	Clerks, 4 at $1,800	7,200 00
	Clerks, 6 at $1,650	9,900 00
	Clerks, 4 at $1,350	5,400 00
	Clerks, 4 at $1,200	4,800 00
	Clerks, 6 at $1,050	6,300 00
	Clerks, 4 at $900	3,600 00
	Clerks, 6 at $750	4,500 00
	Clerk	600 00
	Clerks, 10 at $540	5,400 00
	Clerks, 6 at $480	2,880 00
	Clerks, 9 at $300	2,700 00
	City Paymaster	6,000 00
	Deputy City Paymaster, 8 at $2,500	20,000 00
	Auditor of Accounts	6,000 00
	Auditors of Accounts, 2 at $4,000	8,000 00
	Auditor of Accounts	3,000 00
	Deputy Auditor of Accounts	2,100 00
	Examiner	5,000 00
	Examiners, 2 at $2,550	5,100 00
	Examiners, 5 at $2,100	10,500 00
	Examiners, 6 at $1,800	10,800 00
	Examiners, 4 at $1,650	6,600 00
	Examiners, 4 at $1,500	6,000 00
	Examining Inspectors, 2 at $1,650	3,300 00
	Examining Inspectors, 3 at $1,500	4,500 00
	Stenographers and Typewriters, 3 at $1,500	4,500 00
	Stenographers and Typewriters, 8 at $1,350	10,800 00
	Stenographers and Typewriters, 4 at $1,050	4,200 00
	Stenographer and Typewriter	900 00
	Stenographer and Book Typewriter	1,050 00
	Stenographers and Typewriters, 3 at $750	2,250 00
	Typewriting Copyist	750 00
	Bank Messengers, 2 at $1,200	2,400 00
	Messengers, 4 at $1,350	5,400 00
	Messengers, 2 at $1,200	2,400 00
	Extra Messenger	1,050 00
	Telephone Operators, 3 at $1,050	3,150 00
	Janitor	1,050 00
	Watchmen, 4 at $900	3,600 00
	Janitress (Cleaner)	540 00
	Bookkeeper	4,000 00
	Bookkeeper	1,950 00
	Bookkeepers, 3 at $1,350	4,050 00
	Bookkeepers, 6 at $1,200	7,200 00
	Cashier	1,800 00
	Financial Clerk	2,100 00
	Financial Clerk	1,950 00
	Financial Clerks, 5 at $1,800	9,000 00
	Financial Clerks, 4 at $1,650	6,600 00
	Financial Clerks, 2 at $1,500	3,000 00
	Financial Clerks, 9 at $1,350	12,150 00
	Financial Clerks, 4 at $1,200	4,800 00
	Financial Clerk	1,050 00
	Financial Clerk	900 00
	Stock and Bond Clerks, 4 at $2,100	8,400 00
	Stock and Bond Clerk	1,950 00
	Topographical Draftsman	1,500 00
	Topographical Draftsman	1,350 00
	Law Clerk	2,300 00
	Law Clerk	1,800 00
	Law Clerk	1,200 00
	Medical Examiner	2,500 00
	Inspector of Sewer Construction	1,500 00
	Balance unassigned	220 00
		$344,040 00

Auditing Bureau—

31.	Salaries:	
	Auditor of Accounts	$6,000 00
	Auditors of Accounts, 2 at $4,000	8,000 00
	Auditors of Accounts, 3 at $3,500	10,500 00
	Auditors of Accounts, 12 at $3,000	36,000 00
	Deputy Auditors of Accounts, 2 at $2,100	4,200 00
	Expert Accountant	4,000 00
	Expert Accountants, 2 at $3,500	7,000 00
	Expert Accountants, 3 at $2,500	7,500 00
	Expert Accountants, 8 at $2,100	16,800 00
	Chief Accountant and Bookkeeper	6,000 00

Accountant	4,000 00
Accountants, 2 at $2,100	4,200 00
Accountants, 2 at $1,800	3,600 00
Accountant	1,650 00
Clerk	4,500 00
Clerks, 2 at $2,400	4,800 00
Clerks, 5 at $2,100	10,500 00
Clerks, 4 at $1,950	7,800 00
Clerks, 5 at $1,800	9,000 00
Clerks, 8 at $1,650	13,200 00
Clerks, 20 at $1,500	30,000 00
Clerks, 8 at $1,350	10,800 00
Clerks, 14 at $1,200	16,800 00
Clerks, 16 at $1,050	16,800 00
Clerks, 3 at $900	2,700 00
Clerks, 5 at $750	3,750 00
Clerk with special knowledge of handwriting	1,050 00
Clerks, 3 at $600	1,800 00
Clerks, 6 at $540	3,240 00
Clerks, 2 at $300	600 00
Disbursing Clerks, 2 at $2,250	4,500 00
Disbursing Clerk	1,650 00
Clerk with special knowledge as cataloguer	750 00
Bookkeeper	3,500 00
Bookkeeper	3,000 00
Bookkeepers, 2 at $2,400	4,800 00
Bookkeeper	2,250 00
Bookkeeper	2,100 00
Bookkeepers, 2 at $1,950	3,900 00
Bookkeeper	1,800 00
Bookkeepers, 3 at $1,650	4,950 00
Bookkeeper	1,500 00
Bookkeepers, 6 at $1,350	8,100 00
Bookkeepers, 20 at $1,200	24,000 00
Security Deposit Clerk	1,800 00
Cashiers, 3 at $2,100	6,300 00
Cashier	1,650 00
Cashier	1,350 00
Financial Clerks, 2 at $1,650	3,300 00
Financial Clerks, 2 at $1,350	2,700 00
Financial Clerks, 2 at $1,200	2,400 00
Financial Clerks, 2 at $1,050	2,100 00
Stenographer and Typewriter	1,650 00
Stenographer and Typewriter	1,500 00
Stenographers and Typewriters, 5 at $1,200	6,000 00
Stenographers and Typewriters, 2 at $1,050	2,100 00
Stenographer and Typewriter	900 00
Stenographer and Book Typewriter	900 00
Typewriting Copyist	750 00
Typewriter Accountants, 2 at $1,200	2,400 00
Bank Messengers, 3 at $1,200	3,600 00
Messenger	1,200 00
Examiner	4,600 00
Examiner	2,550 00
Examiners, 5 at $2,100	10,500 00
Examiners, 3 at $1,950	5,850 00
Examiners, 2 at $1,800	3,600 00
Examiners, 5 at $1,650	8,250 00
Examiners, 3 at $1,500	4,500 00
Examiner	1,350 00
Examiner	1,200 00
Examiners, 2 at $1,050	2,100 00
Examining Inspectors, 12 at $1,500	18,000 00
Examining Inspector	1,350 00
Inspector of Repairs and Supplies	2,550 00
Inspectors of Repairs and Supplies, 3 at $1,800	5,400 00
Inspector of Repairs and Supplies	1,650 00
Inspectors of Repairs and Supplies, 4 at $1,500	6,000 00
Inspectors of Repairs and Supplies, 10 at $1,200	12,000 00
Inspectors of Regulating, Grading and Paving, 2 at $1,500	3,000 00
Inspector of Regulating, Grading and Paving	1,350 00
Inspector of Regulating, Grading and Paving	1,200 00
Inspector of Sewer Construction	1,350 00
Inspector of Sewer Construction	1,200 00
Inspector of Sewers	1,800 00
Veterinarian	1,800 00
Assistant Engineer	3,000 00
Assistant Engineer	2,400 00
Assistant Engineers, 5 at $2,100	10,500 00
Assistant Engineer	1,800 00
Transitman and Computer	1,500 00
Examiner of Accounts of Institutions	3,000 00
Examiner of Accounts of Institutions	1,650 00
Examiners of Accounts of Institutions, 4 at $1,500	6,000 00
Balance unassigned	2,520 00
	$501,110 00

Revenue, Taxes, Assessments and Arrears, Miscellaneous—

32. Salaries:

Receiver of Taxes	$6,000 00
Deputy Receivers of Taxes, 2 at $4,000	8,000 00
Deputy Receivers of Taxes, 2 at $3,750	7,500 00
Deputy Receivers of Taxes, 3 at $2,500	7,500 00
Deputy Receivers of Taxes, 3 at $2,100	6,300 00
Collector of Assessments and Arrears	4,500 00
Deputy Collector of Assessments and Arrears	4,000 00
Deputy Collector of Assessments and Arrears	3,500 00
Deputy Collectors of Assessments and Arrears, 2 at $2,250	4,500 00
Deputy Collector of Assessments and Arrears	2,000 00
Collector of City Revenue and Superintendent of Markets	3,000 00
Cashier	2,500 00
Cashiers, 2 at $2,100	4,200 00
Cashiers, 2 at $1,800	3,600 00
Cashiers, 4 at $1,650	6,600 00
Cashiers, 3 at $1,500	4,500 00
Accountant	1,800 00
Accountants, 2 at $1,500	3,000 00
Bookkeeper	2,250 00
Bookkeepers, 2 at $1,800	3,600 00
Bookkeepers, 2 at $1,500	3,000 00
Bookkeepers, 6 at $1,200	7,200 00
Clerk	2,400 00
Clerks, 5 at $1,950	9,750 00
Clerks, 6 at $1,800	10,800 00
Clerks, 10 at $1,650	16,500 00
Clerks, 12 at $1,500	18,000 00
Clerks, 18 at $1,350	24,300 00
Clerks, 12 at $1,200	14,400 00
Clerks, 28 at $1,050	29,400 00
Clerks, 6 at $900	5,400 00
Clerks, 4 at $750	3,000 00
Clerks, 2 at $600	1,200 00
Clerks, 2 at $540	1,080 00
Clerk	480 00
Clerk	300 00
Financial Clerk	2,400 00
Financial Clerk	1,950 00
Financial Clerk	1,800 00
Financial Clerks, 2 at $1,650	3,300 00
Financial Clerk	1,500 00
Collection Clerk	1,650 00
Collection Clerks, 2 at $1,500	3,000 00
Collection Clerks, 3 at $1,350	4,050 00
Clerk with special knowledge of handwriting	1,050 00
Stenographer and Typewriter	1,200 00
Stenographer and Typewriter	1,050 00
Stenographer and Typewriter	900 00
Financial Clerk	1,050 00
Stenographer and Typewriter	750 00
Typewriting Copyist	1,050 00
Bank Messengers, 5 at $1,200	6,000 00
Messengers, 2 at $1,200	2,400 00
Messenger	1,050 00
Balance unassigned	1,550 00
	$273,760 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication from the Secretary of the Borough of Manhattan, submitting resolutions relative to the continuation of the Committee on Budgetary Publicity for the year 1911 to prepare a similar exhibit for the year 1912, and that said Committee report on the advisability and feasibility of establishing a permanent Municipal Museum and a Municipal Reference Library:

City of New York, Office of the President of the Borough of Manhattan, City Hall, March 28, 1911.

Mr. JOSEPH HAAG, *Secretary, Board of Estimate and Apportionment,* 277 Broadway, New York City:

Dear Sir—Enclosed I beg to hand you a set of resolutions calling for the continuation of the Committee on Budgetary Publicity for the year 1911, with instructions to prepare a Budget exhibit in connection with the Budget estimates for 1912, and to report on the advisability and feasibility of establishing a permanent municipal museum, and likewise to examine into and formulate a plan for the establishment of a municipal reference library.

President McAneny requests that this be placed on this week's calendar. By giving your attention to the above, you will oblige. Yours very truly,

LEO ARNSTEIN, Secretary of the Borough of Manhattan.

The following was offered:

Whereas, The exhibit of facts and representation of charts, diagrams and physical objects illustrating the character and scope of departmental activities for which budgetary provision is made, known as the Budget Exhibit of The City of New York, held during the month of October, 1910, in pursuance of a resolution of this Board, has unqualifiedly demonstrated its great educational value, and

Whereas, It is the sense of this Board that as a means of presenting to the public of this City the significant and essential facts relating to the budgetary requests of the department heads, a public exhibition of this character is of highest value, be it

Resolved, That the committee on Budgetary Publicity of the Board of Estimate and Apportionment be continued for the year 1911, with instructions to prepare a similar exhibit for illustrating and explaining the requests of department heads for allowances in the Budget for 1912, and further be it

Resolved, That this same Committee report on the advisability and feasibility of establishing a permanent Municipal Museum, which shall, by reason of its collection of exhibits, explaining and demonstrating municipal activities, be an important educational factor in the community; and further be it

Resolved, That this Committee examine into and formulate a plan to bring together at some convenient point all available statistics and other data on municipal administration in the form of books, pamphlets, etc., etc., with a view of establishing a reference library covering the administration activities of this and other countries.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn and the Acting President of the Borough of Richmond—14.

Negative—The Presidents of the Boroughs of The Bronx and Queens—2.

The Secretary presented the following communication from the Secretary of the Borough of Manhattan, submitting resolutions relative to the appointment of a Committee of two members of the Board to confer with the Federal census authorities at Washington, and to report back to the Board a plan looking towards the presentation of more detailed figures regarding the City of New York in connection with the 1910 census:

City of New York, Office of the President of the Borough of Manhattan, City Hall, March 28, 1911.

Mr. JOSEPH HAAG, *Secretary, Board of Estimate and Apportionment,* 277 Broadway, New York City:

Dear Sir—Enclosed please find set of resolutions calling for the appointment of a Committee of two to confer with the census authorities at Washington and to report back to the Board a plan looking toward the presentation of more detailed figures regarding the City of New York in connection with the 1910 census.

President McAneny requests that you kindly have this placed on this week's calendar. Yours truly,

LEO ARNSTEIN, Secretary of the Borough of Manhattan.

The following was offered:

Whereas, It is important for the proper consideration of the future policy of the City in reference to many of its activities, such as the care of the City's health, the erection of new schools, the laying out of parks and playgrounds, the development of transit facilities, and in many other ways, that the City authorities should have more detailed information with regard to the location and movement of the City's population than is now obtainable; be it

Resolved, That the Chairman of this Board be authorized and directed to appoint a committee of two members to confer with the Federal census authorities at Washington, with regard to the possibility of securing certain data as to population, on a block basis, in certain portions of the Greater City, and to report back to this Board at as early a date as practicable, the feasibility of such a plan and the approximate cost, with its recommendations.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens, and the Acting President of the Borough of Richmond—16.

The Chair appointed the President of the Borough of Manhattan as a Committee of One to carry out the provisions of the above resolution.

The Secretary presented the following report of the Comptroller, recommending modifications of schedules for employees of the Department of Bridges paid from other than budgetary funds:

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 27, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—In reference to requests of the Commissioner of Bridges for modification of the non-budgetary schedules for the salaries and wages of regular employees and the wages of temporary employees in the Construction Division, the New York and Brooklyn Bridge Division, and the Williamsburgh Bridge Division, of his Department, I report as follows:

In the salary schedule for regular employees in the Construction Division, it is proposed to add two Toolmen at $1,200 per annum each. The line item "Draftsmen, 11 at $1,800," is to be changed to "Structural Steel Draftsmen, 10 at $1,800," and "Architectural Draftsmen, 1 at $1,800," to meet Civil Service requirements.

In the salary schedules for the New York and Brooklyn Bridge Division, it is proposed to add a Typewriter Copyist at $900 per annum. In wages, regular employees, a Foreman Lineman and an Assistant Foreman Carpenter at $1,500 per

annum each; three Stonecutters at $5 a day for 276 days, seven Riggers at $3.75 a day for 276 days, and one Fireman at $3 a day for 365 days, are to be added. The line item for Painters also is to be changed to provide for both Painters and Bridge Painters.

In wages, temporary employees, for the same division, provision is to be made for Stonecutters at $5 a day for 15 days, Riggers at $3.75 a day for 100 days, and a Fireman at $3 a day for 7 days. The line item for Painters is to be modified for Bridge Painters.

In the schedule of the Williamsburgh Bridge Division for wages, regular employees, it is proposed to add two Foremen Linemen at $1,500 per annum each, a Stonecutter at $5 a day for 276 days, and two Riggers at $3.75 a day for 276 days each. The allowances for Painters and Bridge Painters are to be consolidated. In wages, temporary employees, provision is to be made for Riggers at $3.75 a day for 12 days, and the line item for Painters is to be changed to provide for Bridge Painters.

The additional positions for the several schedules are for employees in the Department. The positions were not included in the original schedules for the reason they had not been established, pursuant to the provisions of section 56 of the Greater New York Charter. The necessary establishment was made by resolution of the Board of Aldermen on February 28, 1911.

I recommend the adoption of the attached resolution granting the requests.

Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment approves of schedules as revised for employees of the Department of Bridges paid from other than budgetary funds, as follows:

Department of Bridges.

Construction Division—

Salaries, Regular Employees:

Consulting Engineers	3 at	$7,500 00
Assistant Engineer	1 at	6,000 00
Assistant Engineers	2 at	5,000 00
Assistant Engineers	3 at	4,000 00
Assistant Engineer	1 at	3,500 00
Assistant Engineers	3 at	3,000 00
Assistant Engineers	3 at	2,700 00
Assistant Engineers	5 at	2,400 00
Assistant Engineers	7 at	2,100 00
Assistant Engineers	10 at	1,800 00
Electrical Engineer	1 at	1,200 00
Transitmen	11 at	1,800 00
Transitman	1 at	1,500 00
Structural Steel Draftsmen	10 at	1,800 00
Architectural Draftsman	1 at	1,800 00
Leveler	1 at	1,350 00
Leveler	1 at	1,200 00
Toolmen	2 at	1,200 00
Steel Inspector	1 at	1,650 00
Clerk	1 at	1,500 00
Rodmen	5 at	1,200 00
Axemen	5 at	900 00
Axeman	1 at $4.50 a day	(312 days)
Inspectors of Masonry	7 at $5.00 a day	(312 days)

New York and Brooklyn Bridge Division—

Salaries, Regular Employees:

Assistant Engineer	1 at	$5,000 00
Assistant Engineer	1 at	2,700 00
Draftsman	1 at	1,800 00
Rodman	1 at	1,050 00
Chief Clerk	1 at	3,000 00
Clerk	1 at	2,250 00
Clerk	1 at	1,500 00
Clerk	1 at	1,050 00
Telephone Operator	1 at	750 00
Storekeeper	1 at	1,200 00
Bridgekeepers	10 at	1,095 00
Bridgekeepers	5 at	900 00
Master Mechanic	1 at	2,400 00
Foreman Carpenter	1 at	2,400 00
Superintendent of Electric Lights	1 at	2,200 00
Foreman Painter	1 at	1,800 00
Typewriter Copyist	1 at	900 00

Wages, Regular Employees:

Foreman Carpenter	1 at	$1,500 00
Foreman Brick Mason	1 at	1,800 00
Foremen Riveters	2 at	1,800 00
Foreman Bridge Mechanic	1 at	1,500 00
Foreman Lineman	1 at	1,500 00
Foremen Painters	2 at	1,500 00
Foreman Blacksmith	1 at	1,800 00
Foreman Laborer	1 at	2,150 00
Foreman Laborer	1 at	1,500 00
Assistant Foreman Laborer	1 at	1,500 00
Assistant Foremen	2 at	1,500 00
Assistant Foreman Carpenter	1 at	1,500 00
Riveters	31 at $5.00 a day	(276 days)
Housesmiths	3 at $5.00 a day	(276 days)
Brick Masons (Layers)	4 at $5.60 a day	(276 days)
Carpenters	16 at $5.00 a day	(276 days)
Ship Carpenters	2 at $5.00 a day	(276 days)
Machinists	14 at $4.50 a day	(276 days)
Machinists' Helpers	4 at $3.00 a day	(276 days)
Oilers	2 at $3.00 a day	(365 days)
Stokers	2 at $3.00 a day	(365 days)
Bridge Mechanic	1 at $5.00 a day	(276 days)
Blacksmiths	3 at $4.50 a day	(276 days)
Blacksmiths' Helpers	5 at $3.00 a day	(276 days)
Wiremen	12 at $4.50 a day	(302 days)
Stationary Enginemen	2 at $4.50 a day	(365 days)
Dynamo Enginemen	2 at $4.50 a day	(365 days)
Dynamo Engineman	1 at $4.50 a day	(312 days)
Mason's Helper	1 at $3.00 a day	(276 days)
Helper	1 at $2.62 a day	(302 days)
Painters and Bridge Painters	19 at $4.00 a day	(276 days)
Drivers	8 at $2.50 a day	(365 days)
Watchmen	2 at $3.00 a day	(365 days)
Watchmen	7 at $2.50 a day	(365 days)
Attendants	6 at $2.50 a day	(365 days)
Laborer	1 at $3.50 a day	(302 days)
Laborers	7 at $3.00 a day	(365 days)
Laborers	3 at $3.00 a day	(276 days)
Laborers	4 at $2.75 a day	(365 days)
Laborers	60 at $2.50 a day	(365 days)
Stonecutters	3 at $5.00 a day	(276 days)
Riggers	7 at $3.75 a day	(276 days)
Fireman	1 at $3.00 a day	(365 days)

Wages, Temporary Employees:

Machinists	at $4.50 a day	(78 days)
Machinists' Helpers	at $3.00 a day	(40 days)
Riveters	at $5.00 a day	(394 days)
Housesmiths	at $5.00 a day	(15 days)
Carpenters	at $5.00 a day	(50 days)
Stationary Enginemen	at $4.50 a day	(14 days)
Dynamo Enginemen,	at $4.50 a day	(21 days)
Stokers	at $3.00 a day	(14 days)
Blacksmiths	at $4.50 a day	(15 days)
Blacksmiths' Helpers	at $3.00 a day	(30 days)
Wiremen	at $4.50 a day	(360 days)
Brick Masons (Layers)	at $5.60 a day	(10 days)
Masons' Helper	at $3.00 a day	(5 days)
Helper	at $2.62 a day	(5 days)
Painters and Bridge Painters	at $4.00 a day	(4,800 days)
Drivers	at $2.50 a day	(100 days)
Watchmen	at $3.00 a day	(14 days)
Watchmen	at $2.50 a day	(44 days)
Attendants	at $2.50 a day	(42 days)
Laborers	at $3.00 a day	(58 days)
Laborers	at $2.75 a day	(24 days)
Laborers	at $2.50 a day	(300 days)
Stonecutters	at $5.00 a day	(15 days)
Riggers	at $3.75 a day	(100 days)
Fireman	at $3.00 a day	(7 days)

Williamsburgh Bridge Division—

Wages, Regular Employees:

Foreman Laborer	1 at	$2,400 00
Foreman Laborer	1 at	2,150 00
Foreman Laborer	1 at	1,200 00
Foremen Riveters	1 at	1,800 00
Foremen Carpenters	2 at	1,500 00
Foremen Painters	3 at	1,500 00
Foreman Brick Mason	1 at	1,800 00
Foremen Linemen	2 at	1,500 00
Riveters	27 at $5.00 a day	(276 days)
Stonecutter	1 at $5.00 a day	(276 days)
Riggers	2 at $3.75 a day	(276 days)
Housesmith	2 at $5.00 a day	(276 days)
Bridge Mechanics	2 at $5.00 a day	(276 days)
Blacksmiths	2 at $4.50 a day	(276 days)
Ship Carpenter	1 at $5.00 a day	(276 days)
Carpenters	10 at $5.00 a day	(276 days)
Linemen	3 at $4.50 a day	(365 days)
Lineman	1 at $4.50 a day	(276 days)
Wireman	1 at $4.50 a day	(365 days)
Wiremen	3 at $4.50 a day	(276 days)
Inspectors of Electric Lighting and Conductors	2 at $4.50 a day	(365 days)
Inspector of Masonry	1 at $5.00 a day	(276 days)
Pavers	6 at $5.00 a day	(276 days)
Rammers	2 at $4.00 a day	(276 days)
Blacksmith's Helper	1 at $25 a week	(52 weeks)
Blacksmiths' Helpers	2 at $3.00 a day	(276 days)
Decorator	1 at $4.50 a day	(276 days)
Painters and Bridge Painters	35 at $4.00 a day	(276 days)
Watchmen	5 at $2.50 a day	(365 days)
Cleaners	3 at $2.00 a day	(365 days)
Attendants	6 at $2.50 a day	(365 days)
Laborers	4 at $3.00 a day	(365 days)
Laborers	2 at $3.00 a day	(312 days)
Laborers	11 at $2.50 a day	(365 days)
Laborers	23 at $2.50 a day	(312 days)

Wages, Temporary Employees:

Bridge Mechanics	at $5.00 a day	(12 days)
Riveters	at $5.00 a day	(162 days)
Housesmiths	at $5.00 a day	(12 days)
Painters and Bridge Painters	at $4.00 a day	(210 days)
Inspectors of Electric Lighting and Conductors	at $4.50 a day	(14 days)
Linemen	at $4.50 a day	(28 days)
Wiremen	at $4.50 a day	(28 days)
Carpenters	at $5.00 a day	(66 days)
Pavers	at $5.00 a day	(300 days)
Rammers	at $4.00 a day	(75 days)
Blacksmiths	at $4.50 a day	(12 days)
Blacksmiths' Helpers	at $3.00 a day	(12 days)
Attendants	at $2.50 a day	(21 days)
Laborers	at $3.00 a day	(100 days)
Laborers	at $2.50 a day	(575 days)
Cleaners	at $2.00 a day	(7 days)
Watchmen	at $2.50 a day	(85 days)
Riggers	at $3.75 a day	(12 days)

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens, and the Acting President of the Borough of Richmond—16.

The Secretary presented the following communication from the President of the Borough of The Bronx requesting, and report of the Comptroller recommending, the modification of the schedule for the corporate stock fund for the Topographical Bureau in the office of said Borough President to include employees of the Bureau paid from other funds:

City of New York, President of the Borough of The Bronx, 3d Avenue and 177th Street, Office of the President, March 20, 1911.

To the Honorable, the Board of Estimate and Apportionment:

Gentlemen—I hereby withdraw my request of the 9th instant for the modification of the schedule of employees in the Topographical Bureau of this office, and substitute therefor the attached schedule, which your honorable Board is respectfully requested to adopt.

Respectfully, CYRUS C. MILLER, President, Borough of The Bronx.

President, Borough of the Bronx, Topographical Bureau—

Schedule of Employees (Non-Budgetary):

1 Principal Assistant Topographical Engineer			$4,000 00
1 Assistant Engineer			3,600 00
1 Assistant Engineer			3,300 00
1 Assistant Engineer			3,000 00
1 Assistant Engineer			2,400 00
1 Assistant Engineer			2,250 00
3 Assistant Engineers	at	$2,100	6,300 00
7 Assistant Engineers	at	1,950	13,650 00
1 Assistant Engineer			1,800 00
1 Transitman			1,500 00
2 Transitmen	at	1,350	2,700 00
2 Transitmen and Computers	at	1,650	3,300 00
1 Transitman and Computer			1,500 00
2 Computers	at	1,800	3,600 00
1 Computer			1,050 00
1 Computer			900 00
2 Topographical Draftsmen	at	1,950	3,900 00
3 Topographical Draftsmen	at	1,800	5,400 00
13 Topographical Draftsmen	at	1,650	21,450 00
4 Topographical Draftsmen	at	1,500	6,000 00
1 Topographical Draftsman			1,350 00
1 Topographical Draftsman			1,200 00
1 Leveler			1,350 00
1 Leveler			1,200 00
2 Chainmen and Rodmen	at	1,350	2,700 00
1 Chainman and Rodman			1,050 00
3 Chainmen	at	1,350	4,050 00
2 Chainmen	at	1,200	2,400 00
2 Rodmen	at	1,350	2,700 00
3 Rodmen	at	1,050	3,150 00
3 Axemen	at	900	2,700 00

1 Stenographer and Typewriter	1,500 00
1 Clerk	1,500 00
1 Clerk	1,050 00
	$119,500 00

The above schedule includes 16 employees who at the time of the preparation of the corporate stock issue were charged to Fund for Street and Park Openings. The other changes from the proposed schedule of January 25 last, being the transfer to another bureau, of one Topographical Draftsman at $1,350, the change of title and salary of one Assistant Engineer at $2,100 to Computer at $900, and the cessation of one Transitman at $1,350. By the above arrangement, so far as the Topographical Draftsmen are concerned, there were six of said title previously known as Draftsmen, viz.: 1 at $1,950, 2 at $1,800 and 3 at $1,650, whose titles have been changed to Topographical Draftsmen, so that the entire drafting force in said bureau are now under one title.

Total Non-Budgetary Schedule		$119,500 00
Laboring Force:		
5 Laborers, not to exceed $3 per day	$3,575 00	
1 Driver, $3 per day, 6 days per week	936 00	
		4,511 00
		$124,011 00

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 27, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—In relation to a request of the President of the Borough of the Bronx, under date of March 20, for a modification of the schedules for the Topographical Bureau, which request was a substitute for two previous requests withdrawn, I report as follows:

The present schedule includes only such employees as were paid from the Topographical Fund. There are however a number of men in the bureau who are paid from other funds. It is the purpose of this modification to provide for these men and for the reorganization of the Topographical force which has taken place.

The following changes compared with the present schedule are provided for:

Title.	Rate.	No. Added.	No. Dropped.	Reason.
Assistant Engineer	$2,100 00	..	1	
Assistant Engineers	1,950 00	2	..	1 paid from other funds; 1 increased from $1,800 to $1,950.
Assistant Engineers	1,800 00	..	2	1 increased as stated above.
Assistant Engineer	1,650 00	..	1	
Transitman	1,800 00	..	1	
Transitman	1,500 00	1	..	Paid from other funds.
Transitman and Comp..	1,650 00	1	..	Takes the place of a Comp. and Draftsman at same salary.
Draftsman and Comp...	1,650 00	..	1	See above.
Computer	1,050 00	1	..	Paid from other funds.
Topogr. Draftsman	1,950 00	1	..	Paid from other funds.
Topogr. Draftsmen	1,800 00	2	..	3 paid from other funds; 1 reduced to $1,650.
Topogr. Draftsmen	1,650 00	5	..	3 paid from other funds; 1 reduced from $1,800; 1 raised from $1,500.
Topogr. Draftsman.. ..	1,500 00	..	1	
Topogr. Draftsman	1,350 00	1	..	Raised from $1,200.
Chainman	1,200 00	..	1	
Chainmen	1,350 00	..	3	
		14	11	

Salaries of number added	$23,250 00
Salaries of number dropped	17,550 00
Increase	$5,700 00

In addition the following grades were found not to have been established and the lines therefor were omitted from the new schedule:

Assistant Engineer, 1 at	$3,600 00
Chainman and Rodmen, 2 at	1,350 00
Computer, 1 at	900 00

I recommend the adoption of the attached resolution granting the request.

Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the following modification of the schedules of salaries and wages for the Topographical Bureau, in the office of the President of the Borough of The Bronx, to take the place of schedules adopted December 9, 1910, for the Corporate Stock Fund entitled

C-PX-28, Fund for Topographical Bureau, Borough of The Bronx:

President, Borough of The Bronx, Topographical Force—

Salaries:

Assistant Engineer, 1 at	$4,000 00
Assistant Engineer, 1 at	3,300 00
Assistant Engineer, 1 at	3,000 00
Assistant Engineer, 1 at	2,400 00
Assistant Engineer, 1 at	2,250 00
Assistant Engineers, 3 at	2,100 00
Assistant Engineers, 7 at	1,950 00
Assistant Engineer, 1 at	1,800 00
Transitman, 1 at	1,500 00
Transitmen, 2 at	1,350 00
Transitmen and Computers, 2 at	1,650 00
Transitman and Computer, 1 at	1,500 00
Computers, 2 at	1,800 00
Computer, 1 at	1,050 00
Topographical Draftsmen, 2 at	1,950 00
Topographical Draftsmen, 3 at	1,800 00
Topographical Draftsmen, 13 at	1,650 00
Topographical Draftsmen, 4 at	1,500 00
Topographical Draftsman, 1 at	1,350 00
Topographical Draftsman, 1 at	1,200 00
Leveler, 1 at	1,350 00
Leveler, 1 at	1,200 00
Chainman and Rodman, 1 at	1,050 00
Chainmen, 2 at	1,200 00
Rodmen, 2 at	1,350 00
Rodmen, 3 at	1,050 00
Axemen, 3 at	900 00
Stenographer and Typewriter, 1 at	1,500 00
Clerk, 1 at	1,500 00
Clerk, 1 at	1,050 00

Wages, Regular Employees:

Driver, 1 at $3 per day.
Laborer, 1 at $3 per day.
Laborer, 2 at $2.50 per day.
Laborer, 2 at $2.25 per day.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The report of the Committee consisting of the Comptroller, President of the Borough of Manhattan and President of the Borough of The Bronx, to whom was referred on March 2, 1911, the matter of the duties of the Comptroller, with regard to plans, specifications and estimates of cost referred to him by the Board of Estimate and Apportionment recommending that the Comptroller continue his detailed examination of these matters, was laid over.

(On March 16, 1911, the above matter was laid over.)

The Secretary presented the following report of the Comptroller recommending that the resolution adopted January 26, 1911, authorizing the acquisition at private sale of property on Orchard avenue, adjoining Public School 56, Richmond Hill, Borough of Queens, for school purposes, be amended by authorizing the acquisition of said property subject to two restrictive covenants contained in the deeds:

City of New York, Department of Finance, Comptroller's Office, March 28, 1911.

To the Honorable Board of Estimate and Apportionment:

Gentlemen—The Board of Estimate and Apportionment, under date of November 19, 1909, adopted a resolution authorizing the acquisition at private sale of property for a school site, situated on the westerly line of Public School 56, distant 100 feet southerly from the southerly line of Orchard avenue, and running thence along the said westerly line of Public School 56, 56.52 feet, etc., in the Borough of Queens, and which resolution, on January 26, 1911, was amended by the City assuming to pay the taxes for the years 1909 and 1910.

It has been found in the examination of the title by the Lawyers Title Insurance & Trust Company that the deeds contain one or two restrictive covenants, and the City desires to take the property subject to the same. I therefore respectfully recommend that the Board of Estimate and Apportionment adopt a resolution amending the resolution of January 26, 1911, so as to read as follows:

Beginning at a point on the westerly line of the lands of Public School 56, distant 100 feet southerly from the southerly line of Orchard avenue and running thence southerly along the said westerly line of the lands of Public School 56, 56.52 feet; thence easterly along the southerly line of the lands of said school 50 feet to a point distant 100 feet westerly from the westerly line of Elm street; thence southerly and parallel with Elm street 43.48 feet; thence westerly and parallel with Orchard avenue 150 feet; thence northerly and parallel with Elm street 100 feet; thence easterly and parallel with Orchard avenue 100 feet to the westerly line of the lands of Public School 56, the point or place of beginning, together with all the right, title and interest of the owners of said premises, of, in and to the streets in front thereof to the centre thereof, subject, however, to the covenants contained in deeds recorded in liber 724 of Conveyances, page 217, and in liber 1231 of Conveyances, page 231, Queens County. Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the resolution adopted by the Board of Estimate and Apportionment January 26, 1911, which reads as follows:

"Resolved, That the resolution adopted by the Board of Estimate and Apportionment November 19, 1909, which reads as follows:

"Resolved, That the Board of Estimate and Apportionment hereby approves of the action of the Board of Education in the selection of the following described property on Orchard avenue and Elm street, adjoining Public School 56, Borough of Queens, for school purposes, said property being bounded and described as follows:

"Beginning at a point on the westerly line of lands of Public School 56, distant 100 feet southerly from the southerly line of Orchard avenue, and running thence southerly along the said westerly line of the lands of Public School 56, fifty-six and fifty-two one-hundredths (56.52) feet; thence easterly along the southerly line of the lands of said school, 50 feet to a point distant 100 feet westerly from the westerly line of Elm street; thence southerly and parallel with Elm street 43.48 feet; thence westerly and parallel with Orchard avenue 150 feet; thence northerly and parallel with Elm street 100 feet; thence easterly and parallel with Orchard avenue 100 feet to the westerly line of the lands of Public School 56, the point or place of beginning, the assessed valuation of which, together with other property, is $4,000, as shown by the books of record on file in the Department of Taxes and Assessments.

—and the Comptroller be and is hereby authorized to enter into contracts for the acquisition of the above described property at private sale, at a price not exceeding four thousand eight hundred and sixty-nine dollars and sixty cents ($4,869.60), the City to assume the payment of the taxes for the year 1909, said contracts to be approved by the Corporation Counsel as to form."

—be and the same is hereby amended by striking therefrom the words and figures "*for the year* 1909" and inserting in place thereof the words and figures "*for the years* 1909 *and* 1910."

—be and the same is hereby further amended by authorizing the purchase of said property *subject to the covenants contained in deeds recorded in Liber* 724 *of Conveyances, page* 217, *and in Liber* 1231 *of Conveyances, page* 231, *Queens County.*

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented the following report of the Comptroller recommending the acquisition, at private sale, at a price not exceeding $12,000, of property located on the southerly side of Vermilyea avenue, between Dyckman and Academy streets, Borough of Manhattan, for the use of the Fire Department:

City of New York, Department of Finance, Comptroller's Office, March 27, 1911.

To the Honorable, The Board of Estimate and Apportionment:

Gentlemen—On June 3, 1910, your Board approved of an issue of corporate stock amounting to $40,000, the proceeds of which were to be applied to the acquisition of a site for the purposes of the Fire Department at Dyckman street and Broadway, Borough of Manhattan.

On June 10, 1910, the Fire Commissioner submitted to the Comptroller for consideration a site at Dyckman street and Broadway, Borough of Manhattan, for the accommodation of an Engine and Hook and Ladder Company, with a request that an investigation be made and that the Comptroller submit a recommendation.

Careful examination of the available sites in the vicinity of the location selected by the Fire Commissioner developed the fact that a desirable parcel of land, having a frontage of 50 feet with a depth of 150 feet, was available on the southerly side of Vermilyea avenue, between Dyckman and Academy streets, Borough of Manhattan, within 600 feet of the location originally suggested.

The asking price for this site was $15,000, but after negotiation by the Comptroller the site may be obtained for $12,000, which figure the Division of Real Estate of this Department states is a fair market value of the plot.

The property is assessed for the year 1911, in connection with other property, the size of which is 150 feet in width, both front and rear, with a depth on either side of 150 feet, at $24,000, and is known on the tax maps as Section 8, Block 2224, Lot 15.

The Fire Commissioner has urged the necessity of a fire house in this locality, and has approved of the selection of the site above referred to.

In view of the above conditions, the price being reasonable and just, I respectfully recommend that your Board approve the request of the Fire Commissioner and authorize the Comptroller to enter into contract for the acquisition, at private sale, of the following described property:

All that certain lot, piece or parcel of land, situate, lying and being in the Borough of Manhattan, City of New York, bounded and described as follows:

Beginning at a point on the southerly side of Vermilyea avenue distant 200 feet westerly from the corner formed by the intersection of the southerly side of Vermilyea avenue with the westerly side of Academy street; running thence southerly and parallel with Academy street 150 feet; thence westerly and parallel with Vermilyea avenue 50 feet; thence northerly again parallel with Academy street 150 feet to the southerly side of Vermilyea avenue; thence easterly along the southerly side of Vermilyea avenue 50 feet to the point or place of beginning; together with all the right, title and interest of the party of the first part, of, in and to the street in front thereof, to the centre thereof.

—at a price not exceeding $12,000, said contract to be submitted to the Corporation Counsel for his approval as to form.

Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the action taken by the Commissioner of the Fire Department in the selection of the following described property located on Vermilyea avenue between Dyckman and Academy streets, Borough of Manhattan, for the use of said Department:

"All that certain lot, piece or parcel of land, situate, lying and being in the Borough of Manhattan, City of New York, bounded and described as follows:

"Beginning at a point on the southerly side of Vermilyea avenue distant 200 feet westerly from the corner formed by the intersection of the southerly side of Vermilyea avenue with the westerly side of Academy street; running thence southerly and parallel with Academy street 150 feeet; thence westerly and parallel with Vermilyea avenue 50 feet; thence northerly again parallel with Academy street 150 feet to the southerly side of Vermilyea avenue; thence easterly along the southerly side of Vermilyea avenue 50 feet to the point or place of beginning; together with all the right, title and interest of the party of the first part, of, in and to the street in front thereof, to the centre thereof."

—and the Comptroller be and is hereby authorized to enter into a contract for the acquisition of the above described property, at private sale, at a price not exceeding twelve thousand dollars ($12,000), said contract to be approved by the Corporation Counsel as to form.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, and Queens, and the Acting President of the Borough of Richmond—16.

The Secretary presented the following report of the Comptroller recommending the acquisition, at private sale, at a price not exceeding $3,000, of property located on the westerly side of Nelson avenue, near West 166th street, Borough of The Bronx, for the use of the Fire Department:

City of New York, Department of Finance, Comptroller's Office, March 27, 1911.

To the Honorable, The Board of Estimate and Apportionment:

Gentlemen—On June 3, 1910, your Board approved of an issue of corporate stock amounting to $12,000, the proceeds of which were to be applied to the acquisition of a site for the purposes of the Fire Department at Ogden avenue, High Bridge, Borough of The Bronx.

On June 10, 1910, the Fire Commissioner submitted to the Comptroller for consideration a site immediately adjoining Engine Company 68, being a plot of ground 25 feet in width by 125 feet in depth, for a Hook and Ladder Company.

Upon investigation by the Division of Real Estate of this Department, it was found that the owners of property on either side of Engine Company 68 had long known of the desire of the Fire Department to acquire their property, which resulted in the asking of exorbitant prices for the premises.

I therefore instructed the Appraiser of Real Estate of this Department to confer with Commissioner Waldo and suggest that he consider the possibility of using the land immediately in the rear of the Engine Company and extending through to the adjoining street, which is known as Nelson avenue. Upon consideration, the Fire Commissioner agreed that the plot suggested by me would serve his purposes as well as the one originally recommended by him.

The plot is located on the westerly side of Nelson avenue, being 25 feet in width, both front and rear, with a depth on one side of 63.65 feet, and on the other side of 65.5 feet. The property is assessed for the year 1911 at $1,300, and is known on the tax maps as Section 9, Block 2514, Lot 30.

The owners originally asked the sum of $4,000 for this parcel of land, but upon negotiation by the Comptroller the site may be obtained for $3,000, which figure the Division of Real Estate of this Department states in full value but not excessive.

The Fire Commissioner has urged the necessity of a fire house in this locality, and has approved of the selection of the site above referred to.

In view of these facts, the price being reasonable and just, I respectfully recommend that your Board approve the request of the Fire Commissioner and authorize the Comptroller to enter into contract for the acquisition, at private sale, of the following described property:

All that certain lot, piece or parcel of land, situate, lying and being in the Borough of The Bronx, City of New York, bounded and described as follows:

Beginning at a point on the westerly side of Nelson avenue distant 200.54 feet southerly from the corner formed by the intersection of the westerly side of Nelson avenue with the southerly side of West 166th street; running thence westerly parallel, or nearly so, with West 166th street 65.5 feet; thence southerly and parallel, or nearly so, with Ogden avenue 25 feet; thence easterly and parallel, or nearly so, with West 166th street 63.65 feet, to the westerly side of Nelson avenue; thence northerly along the westerly side of Nelson avenue 25.07 feet to the point or place of beginning; together with all the right, title and interest of the party of the first part, of, in and to the street in front thereof, to the centre thereof.

—at a price not exceeding $3,000, said contract to be submitted to the Corporation Counsel for his approval as to form.

Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the action taken by the Commissioner of the Fire Department in the selection of the following described property, located on Nelson avenue and West 166th street, Borough of The Bronx, for the use of said Department:

All that certain lot, piece or parcel of land situate, lying and being in the Borough of The Bronx, City of New York, bounded and described as follows:

Beginning at a point on the westerly side of Nelson avenue distant 200.54 feet southerly from the corner formed by the intersection of the westerly side of Nelson avenue with the southerly side of West 166th street; running thence westerly parallel, or nearly so, with West 166th street 65.5 feet; thence southerly and parallel, or nearly so, with Ogden avenue 25 feet; thence easterly and parallel, or nearly so, with West 166th street 63.65 feet, to the westerly side of Nelson avenue; thence northerly along the westerly side of Nelson avenue 25.07 feet to the point or place of beginning; together with all the right, title and interest of the party of the first part, of, in and to the street in front thereof, to the centre thereof.

—and the Comptroller be and is hereby authorized to enter into a contract for the acquisition of the above described property, at private sale, at a price not exceeding three thousand dollars ($3,000), said contract to be approved by the Corporation Counsel as to form.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and Queens, and the Acting President of the Borough of Richmond—16.

The Secretary presented the following report of the Committee, consisting of the President of the Borough of Manhattan, the President of the Borough of Brooklyn and the Comptroller, recommending that the Board disapprove of the ordinance adopted by the Board of Aldermen on October 26, 1910, setting aside the premises known as 143, 145, 147 Noble street, Borough of Brooklyn, for hospital purposes under the jurisdiction of the Department of Public Charities, as "the Commitee is unanimously of the opinion that the building is not suited to the needs of a hospital and could not be altered to meet the requirements of such an institution unless practically reconstructed, and further that the necessity of locating an emergency hospital at this point, in the face of the almost general opposition of the residents of the neighborhood, is not apparent," and submitting a resolution carrying the recommendation of the Committee into effect.

(On November 18, 1910, the ordinance of the Board of Aldermen as above was presented to the Board and referred to the Comptroller, and at various meetings of the Board since said date the matter has been presented and laid over. At the meeting held February 9, 1911, the matter was referred to a Committee, consisting of the President of the Borough of Manhattan, the President of the Borough of Brooklyn, the Comptroller to confer with the Commissioner of Public Charities.)

(A report of the Comptroller relative to the above site, dated December 9, 1910, is printed in the Financial Minutes of that date, at pages 5474 to 5478, and a further report of the Comptroller on the same subject, dated February 2, 1911, is printed in the Financial Minutes of that date, at pages 539-540.)

City of New York, Department of Finance, Comptroller's Office, March 28, 1911.

To the Honorable, the Board of Estimate and Apportionment:

Gentlemen—At a meeting of the Board of Aldermen, held October 26, 1910, an ordinance was adopted setting aside a site in the Borough of Brooklyn, known as 143-145-147 Noble street, for hospital purposes, under the jurisdiction of the Department of Public Charities. This ordinance was approved by the Mayor on November 15, 1910. The matter was presented at a meeting of the Board of Estimate and Apportionment, held on November 18, 1910, and was referred to the Comptroller for consideration and report.

We have considered the Comptroller's reports submitted under dates of June 29, 1910; December 9, 1910, and February 2, 1911, respectively.

In the last mentioned report the Comptroller calls attention to the fact that the price which the owners of the Noble street property are willing to accept, namely, $22,000, is reasonable and just, on the assumption that the dwelling located on this plot of ground could be advantageously used for hospital purposes without considerable additional cost for reconstruction, and concludes his report by stating that he believes it would be necessary to completely reconstruct the building in order to make it adaptable for hospital purposes, and that it would be wiser to purchase a vacant plot of ground, erecting thereon such a structure as would best meet the requirements of a hospital.

Since the price is satisfactory, it seems that the question for your Committee to determine is the desirability of the location and the adaptability of the building for hospital purposes.

The Committee is unanimously of the opinion that the building is not suited to the needs of a hospital and could not be altered to meet the requirements of such an institution, unless the dwelling is thoroughly overhauled and practically reconstructed. Further, that the necessity of locating an emergency hospital at this point, in the face of the almost general opposition of the residents of the neighborhood, is not apparent.

We therefore recommend that the Board of Estimate and Apportionment do not approve of the ordinance adopted by the Board of Aldermen on October 26, 1910, setting aside the premises known as 143-145-147 Noble street, Borough of Brooklyn, for hospital purposes under the jurisdiction of the Department of Public Charities.

Transmitted herewith is a resolution that will carry the recommendation of the Committee into effect. Respectfully,

GEORGE McANENY, President, Borough of Manhattan; ALFRED E. STEERS, President, Borough of Brooklyn; WM. A. PRENDERGAST, Comptroller; Committee.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment return, without its approval, an ordinance adopted by the Board of Aldermen on October 26, 1910, assigning for hospital purposes under the jurisdiction of the Department of Public Charities the premises known as 143-145-147 Noble street, Greenpoint, Borough of Brooklyn.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Secretary presented the following report of the Comptroller recommending that the resolution adopted January 19, 1911, authorizing the acquisition, at private sale for $15,000, of property on Washington avenue, near East 172d street, Borough of The Bronx, for the use of the Fire Department, be amended so that said property may be acquired subject to an encroachment:

City of New York, Department of Finance, Comptroller's Office, March 28, 1911.

To the Honorable Board of Estimate and Apportionment:

Gentlemen—Under date of January 19, 1911, your honorable Board adopted a resolution authorizing the Comptroller to purchase at private sale for the sum of $15,000, the following plot of land in the Borough of The Bronx, for use of the Fire Department as a fire-house site:

Beginning at a point on the westerly side of Washington avenue distant 157.06 feet southerly from the corner formed by the intersection of the westerly side of Washington avenue and the southerly side of East 172d street; running thence westerly parallel with East 172d street 140.34 feet; thence southerly parallel with Washington avenue 50 feet; thence easterly again parallel with East 172d street 140.36 feet; thence northerly along the westerly side of Washington avenue 50 feet to the point or place of beginning.

A search of said title by the Title Guarantee and Trust Company developed the fact that while the resolution as adopted by your honorable Board called for a plot of land beginning at a point on the westerly side of Washington avenue distant 157.06 feet southerly from the corner formed by the intersection of the westerly side of Washington avenue and the southerly side of East 172d street, the said point of beginning is in reality distant 159.99 feet from the said intersecting point. The Title Company states that the property is the same as is intended by the original resolution except as to the point of beginning, and it will issue a policy of insurance for the same.

The property in question is situated in the Borough of The Bronx, and known and designated as Lot 82 on a map entitled "Map of Central Morrisania, being part of the Bathgate Farm in the Manor of Morrisania, in the Town of West Farms, in the County of Westchester and State of New York."

It has also been found that the wall of the building adjoining the westerly line of said plot, has a maximum encroachment of three (3) inches, according to the survey made by said Title Company.

The property to be acquired is a plot of land 50 by 140.36 feet, and taken with such encroachment the Fire Department will still have a plot of land 50 by 140 feet to build upon, which is large enough for the purposes intended. Commissioner Waldo of the Fire Department has consented to accept the plot with the encroachment.

This encroachment, in my opinion, does not decrease the value of the premises.

In view of the above conditions, I respectfully recommend that the resolution adopted by the Board of Estimate and Apportionment on January 19, 1911, be amended so as to make the description read as follows:

Beginning at a point on the westerly side of Washington avenue as legally opened, distant 159.99 feet southerly from the corner formed by the intersection of the southerly side of 172d street with the westerly side of Washington avenue as said street and avenue are legally opened; running thence westerly along the division line between lots 82 and 83 on said map and nearly parallel with 172 street 140.34 feet to the westerly line of lot 82 on said map; thence southerly along the said westerly line of lot 82, 50 feet to the division line between lots 81 and 82 on said map; thence easterly along said division line and nearly parallel with 172d street 140.36 feet to the westerly side of Washington avenue as legally opened; thence northerly along the westerly side of Washington avenue 50 feet to the point or place of beginning,

—subject to a maximum encroachment of three (3) inches of the abutting walls of the buildings on the extreme westerly line of said premises. Respectfully,

WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the resolution adopted by the Board of Estimate and Apportionment January 19, 1911, which reads as follows:

"Resolved That the Board of Estimate and Apportionment hereby approves of the action of the Commissioner of the Fire Department in the selection of the following described property located on Washington avenue near East 172d street, Borough of The Bronx, for the use of said Department:

All that certain lot, piece or parcel of land, situate, lying and being in the Borough of The Bronx, City of New York, bounded and described as follows:

Beginning at a point on the westerly side of Washington avenue, distant 157.06 feet southerly from the corner formed by the intersection of the westerly side of Washington avenue with the southerly side of East 172d street; running thence westerly parallel with East 172d street 140.34 feet; thence southerly parallel with Washington avenue 50 feet; thence easterly again parallel with East 172d street 140.36 feet; thence northerly along the westerly side of Washington avenue 50 feet, to the point or place of beginning.

—and the Comptroller be and is hereby authorized to enter into a contract for the acquisition of the above described property at private sale, at a price not exceeding fifteen thousand dollars ($15,000), said contract to be submitted to the Corporation Counsel for his approval as to form."

—be and the same is hereby amended by striking therefrom the above technical description and inserting in place thereof the following description, etc.:

Beginning at a point on the westerly side of Washington avenue as legally opened, distant 159.99 feet southerly from the corner formed by the intersection of the southerly side of 172d street with the westerly side of Washington avenue as said street and avenue are legally opened; running thence westerly along the division line between lots 82 and 83 on said map and nearly parallel with 172d street 140.34 feet to the westerly line of lot 82 on said map; thence southerly along the said westerly line of lot 82, 50 feet to the division line between lots 81 and 82 on said map; thence easterly along said division line and nearly parallel with 172d street 140.36 feet to the westerly side of Washington avenue as legally opened; thence northerly along the westerly side of Washington avenue 50 feet to the point or place of beginning.

—subject to a maximum encroachment of three (3) inches of the abutting walls of the buildings on the extreme westerly line of said premises.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The following matters not upon the Calendar for this day were considered by unanimous consent:

The Comptroller presented the following communication from the Board of Education requesting, and report of the Select Committee, consisting of the Comptroller and the President of the Board of Aldermen, recommending, that the compensation of the Janitors in the Department of Education be fixed temporarily and until further modified in accordance with the following list:

Janitor-Engineer, Public School 177, Manhattan:

Present compensation	$4,392 per annum.
Proposed compensation	4,092 per annum.
Janitor, Public School 81, Brooklyn:	
Present compensation	$600 per annum.
Proposed compensation	480 per annum.

(On March 23, 1911, the request of the Board of Education for the fixing of the compensation for the above was referred to said Committee.)

Board of Education, Park Avenue and 59th Street, New York, March 20, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—Under instructions received from the Committee on Care of Buildings I hereby submit a request that the Board of Estimate and Apportionment recommend to the Board of Aldermen that the compensation attached to the position of Janitor-Engineer of Public School 177, Manhattan, be fixed at the rate of $4,092 per annum, and that the compensation attached to the position of Janitor of Public School 81, Brooklyn, be fixed at the rate of $480 per annum.

When the compensation for Public School 177, Manhattan, was fixed by the Board of Estimate and Apportionment on September 1, 1910, at $4,392, there was included therein $300 for an annex which had been discontinued. The amount now proposed is less than the amount just mentioned by $300.

The resolution adopted by the Board of Estimate and Apportionment on September 1, 1910, fixed the compensation of Public School 81, Brooklyn, at $600; this school has been placed in charge of the Janitor of a nearby school, and $480 is deemed sufficient. Respectfully yours,

A. E. PALMER, Secretary, Board of Education.

Department of Finance, Bureau of Municipal Investigation and Statistics, City of New York, March 29, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On March 20, 1911, the Board of Education requested the fixation of the compensation of two Janitors, in compliance with the provisions of section 56 of the Greater New York Charter. In connection therewith we report as follows:

The compensation of the Janitor of Public School 177, Manhattan, was fixed at $4,392 per annum in a resolution adopted by the Board of Estimate and Apportionment on September 1, 1910, and by the Board of Aldermen on September 20, 1910. The amount included $300 for an annex, which has been discontinued. It is, therefore, proposed to fix the rate at $4,092 per annum.

The compensation of the Janitor for Public School 81, Brooklyn, was fixed in the same resolution at $600 per annum. This school has been put in charge of the Janitor of a nearby school, and it is consequently proposed to reduce the compensation to $480 per annum.

We recommend that the request be granted by the adoption of the attached resolution. Respectfully,

WM. A. PRENDERGAST, Comptroller; JAMES PURROY MITCHEL, President, Board of Aldermen, Select Committee.

The following was offered:

Whereas, By opinions of the Corporation Counsel, as of June 28, 1910, and July 30, 1910, the Comptroller was advised that the payment of salaries of Janitors in the Department of Education is illegal, unless such salary shall have been established under the provisions of section 56 of the Greater New York Charter; and

Whereas, The matter of adjusting the compensation of Janitors and the fixation of their salaries under the provisions of section 56 of the Charter is now in the hands of a Special Committee of the Board of Estimate and Apportionment; therefore be it

Resolved, That, pursuant to the provisions of section 56 of the Charter, the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen that, pending the report of said Committee, the compensation of Janitors in the Department of Education be fixed temporarily, and until further modified, in accordance with the following list:

Changes in Compensation.

Janitor-Engineer, Public School 177, Manhattan; present compensation, $4,392 per annum; proposed compensation, $4,092 per annum.

Janitor, Public School 81, Brooklyn; present compensation, $600 per annum; proposed compensation, $480 per annum.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Comptroller presented the following resolution of the Board of Education requesting, and report of the Select Committee, consisting of the Comptroller and the President of the Board of Aldermen, recommending, that the compensation of Janitors in the Department of Education be fixed temporarily and until further modified in accordance with the following list:

Temporary Assignment.

Janitor, assigned to Public School 94, Manhattan; compensation $200 per month.

Transfer.

Janitor-Engineer from Public School 28, Manhattan, to Public School 94, Manhattan; annual compensation, $3,288.

New Position.

Janitor, Public School 19, Richmond; annual compensation, $1,200.

(On March 16 the request of the Board of Education for the fixing of compensation of Janitors as above was referred to said committee.)

Resolved, That the Board of Estimate and Apportionment be, and it is hereby respectfully requested, to recommend to the Board of Aldermen that the compensation of the following named Janitors of Public School Buildings, etc., be fixed in accordance with the following list, taking effect on the date indicated in each instance:

Temporary Assignment.

John Reilly, assigned to Public School 94, Manhattan; compensation, $200 per month, taking effect February 21, 1911.

Transfer.

Harry Roger (Janitor-Engineer), from Public School 28, Manhattan, to Public School 94, Manhattan; annual compensation, $3,288, taking effect March 8, 1911.

New Position.

Andrew S. Thompson (Janitor), Public School 19, Richmond; annual compensation, $1,200, taking effect February 27, 1911. (Reinstated by the Municipal Civil Service Commission on February 23, 1911.)

True copy of resolution adopted by the Board of Education on March 8, 1911.

A. E. PALMER, Secretary, Board of Education.

Department of Finance, Bureau of Municipal Investigation and Statistics, City of New York, March 29, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On March 8, 1911, the Board of Education requested the fixation of the compensation of three Janitors pursuant to the provisions of section 56 of the Greater New York Charter. The detailed request is for the temporary assignment of John Reilly to Public School 94, Manhattan, at $200 per month; the transfer of Harry Roger from Public School 28 to Public School 94, Manhattan, at $3,288 per annum, and the assignment of Andrew S. Thompson to Public School 19, Richmond, at $1,200 per annum.

We recommend that the request be granted by the adoption of the attached resolution. Respectfuly,

WM. A. PRENDERGAST, Comptroller; JAMES PURROY MITCHEL, President, Board of Aldermen, Select Committee.

The following was offered:

Whereas, By opinions of the Corporation Counsel, as of June 28, 1910, and July 30, 1910, the Comptroller was advised that the payment of salaries of Janitors in the Department of Education is illegal, unless such salary shall have been established under the provisions of section 56 of the Greater New York Charter; and

Whereas, The matter of adjusting the compensation of Janitors, and the fixation of their salaries under the provisions of section 56 of the Charter is now in the hands of a Special Committee of the Board of Estimate and Apportionment; therefore be it

Resolved, That, pursuant to the provisions of section 56 of the Charter, the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen that, pending the report of said Committee, the compensation of Janitors in the Department of Education be fixed temporarily, and until further modified, in accordance with the following list:

Temporary Assignment.

Janitor, assigned to Public School 94, Manhattan; compensation $200 per month.

Transfer.

Janitor-Engineer from Public School 28, Manhattan, to Public School 94, Manhattan; annual compensation $3,288.

New Position.

Janitor, Public School 19, Richmond; annual compensation $1,200.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Comptroller presented the following resolution of the Board of Aldermen requesting, and report recommending, an issue of $4,744.36 Special Revenue Bonds (subdivision 8, section 188 of the Charter), the proceeds to be used by the Commissioner of Parks, Boroughs of Brooklyn and Queens, for the purpose of meeting the preliminary expenses necessary to the establishment of the Botanical Garden and Arboretum on park lands in the Borough of Brooklyn:

(On March 16, 1911, the resolution of the Board of Aldermen requesting the above appropriation was referred to the Comptroller.)

In the Board of Aldermen.

Resolved, That in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and it is hereby requested to authorize the Comptroller to issue special revenue bonds to the amount of four thousand seven hundred and forty-four dollars and thirty-six cents ($4,744.36), the proceeds whereof to be used by the Commissioner of Parks for the Boroughs of Brooklyn and Queens for the purpose of meeting the preliminary expenses necessary to the establishment of the Botanic Garden and Arboretum on park lands in the Borough of Brooklyn.

Adopted by the Board of Aldermen February 28, 1911, three-fourths of all the members voting in favor thereof.

Approved by the Mayor, March 10, 1911.

P. J. SCULLY, Clerk.

Department of Finance, Bureau of Municipal Investigation and Statistics, City of New York, March 27, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—In reference to a resolution of the Board of Aldermen, adopted on February 28, 1911, requesting an issue of $4,744.36 in special revenue bonds, the proceeds to be used by the Commissioner of Parks, Borough of Brooklyn and Queens, for the purpose of meeting the preliminary expenses necessary to the establishment of the Botanical Gardens and Arboretum, I report as follows:

The Botanical Garden and Arboretum was authorized by the provisions of chapter 618 of the Laws of 1906, and on December 28, 1909, a contract for their establishment and maintenance was entered into between the City and the Brooklyn Institute of Arts and Sciences. No provision was made in the 1910 Budget for the preliminary work necessary to the establishment of the garden and arboretum.

The Commissioner states that in 1910 the grounds were selected, the building planned and other preliminary work done, to the amount of the request as follows:

Services of Professor C. Stewart Gager, Botanist, from July 1 to December 31, 1910	$2,000 00
D. Barta, Civil Engineer, for services in preparing topographical survey and map of the Botanical Garden and Arboretum grounds, and the location of trees and shrubs thereon	412 45
Olmsted Bros., Landscape Architects, Brookline, Mass., for traveling expenses of Frederick Law Olmsted to and from Boston and for map of the Botanical Garden and Arboretum, February 2 to May 17, 1910	331 91
Olmsted Bros. for traveling expenses and completing the preliminary plans for the Garden and Arboretum, including the location of the plant houses and the instruction building, and the plan for the approach to the Museum Building, from May 17, 1910, and not to exceed	2,000 00
	$4,744 36

Bills are being held in the office of the Commission pending the action of this Board on the request. An appropriation of $14,550 was made in the 1911 Budget for the Garden and Arboretum.

I recommend, therefore, the adoption of the attached resolution approving of the resolution of the Board of Aldermen. Respectfully,

WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the resolution adopted by the Board of Aldermen on February 28, 1911, approved by the Mayor March 10, 1911, requesting an issue of special revenue bonds in the sum of four thousand seven hundred and forty-four dollars and thirty-six cents ($4,744.36), the proceeds whereof to be used by the Commissioner of Parks, Boroughs of Brooklyn and Queens, for the purpose of meeting the preliminary expenses necessary to the establishment of the Botanical Garden and Arboretum on park lands in the Borough of Brooklyn, be and the same is hereby approved of and concurred in by the Board of Estimate and Apportionment, and for the purpose of providing means therefor, the Comptroller be and is hereby authorized, pursuant to the provisions of subdivision 8 of section 188 of the Greater New York Charter, to issue special revenue bonds of The City of New York to an amount not exceeding four thousand seven hundred and forty-four dollars and thirty-six cents ($4,744.36), redeemable from the tax levy of the year succeeding the year of their issue.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Comptroller presented the following report recommending a modification of salary schedule No. 584, supporting the appropriation made in the Budget for the year 1911, for the Department of Water Supply, Gas and Electricity, to be effective as of January 1, 1911, providing for the substitution of a Foreman for a Messenger, without change in compensation:

Department of Finance, Bureau of Municipal Investigation and Statistics, City of New York, March 27, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—In reference to a request of the Commissioner of Water Supply, Gas and Electricity for modification of the 1911 schedule for Salaries, Regular Employees, Bureau of Water Registration, Borough of Queens, to be effective as of January 1, 1911, I report as follows:

It is proposed to substitute a Foreman for a Messenger, without change in compensation, to provide for payment of the salary of August Gore since January 1. Gore was appointed as a Foreman, at $900 per annum, on December 31, 1901, and detailed to the Borough of Queens. In the 1911 Budget he was provided for as Messenger at the same rate. The Municipal Civil Service Commission has disapproved the change of title, thereby making necessary the modification.

The schedule and cash transfers in detail are as follows:

Code No.	Line Item.	Schedule Transfers. Decrease.	Schedule Transfers. Increase.	Cash Transfers. Decrease.	Cash Transfers. Increase.
584	Messenger, 1 at $900	$900 00	.....	$900 00	.....
	Foreman, at $900	.....	$900 00	.....	$900 00

I recommend the adoption of the attached resolution granting the request.

Respectfully, WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the schedule, as revised, for the Department of Water Supply, Gas and Electricity for the year 1911, to be effective as of January 1, 1911, as follows:

Department of Water Supply, Gas and Electricity, Water Supply, Borough of Queens, Distribution, Water Registration, Permits and Revenue Collection:

584	Salaries, Regular Employees—	
	Cashier	$1,500 00
	Financial Clerk	1,500 00
	Clerk	1,650 00
	Clerk	1,500 00
	Clerk	1,350 00
	Clerk	1,050 00
	Clerks, 4 at $900	3,600 00
	Clerk	300 00
	Stenographer and Typewriter	900 00
	Inspectors, 12 at $1,100	13,200 00
	Foreman	900 00
		$27,450 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Comptroller presented the following communication from the Department of Bridges requesting, and report recommending, that the additional sum of $100,000 be set aside from the revenues received by the New York and Brooklyn Bridge during the year 1911, for the maintenance of said bridge:

Department of Bridges, City of New York, 13-21 Park Row, Manhattan, N. Y., March 28, 1911.

Hon. WILLIAM A. PRENDERGAST, *Comptroller*, 280 Broadway, Manhattan:

Sir—On December 20, 1910, I requested the Board of Estimate and Apportionment, pursuant to subdivision 2 of section 242 of the Greater New York Charter, to appropriate and set aside moneys received from the revenues of the New York and Brooklyn Bridge during the year 1911 to the amount of four hundred and sixteen thousand dollars ($416,000). On December 21, 1910, I requested that you cause a preliminary allowance of one hundred thousand dollars to be granted pending finad adjustment and report by your Department.

Due to unforeseen delay in the preparation of the necessary data requested, it becomes imperative to request a further allowance of one hundred thousand dollars ($100,000) that the proper conduct of the business of the New York and Brooklyn Bridge be not needlessly interfered with and the service maintained to its fullest efficiency.

The requested data is now in progress of compilation and is expected to be completed in the near future.

The present fund being nearly exhausted, it is necessary that this allowance be authorized at once.

The following tentative segregation is suggested as best reflecting the present needs of the New York and Brooklyn Bridge:

Salaries	$18,500 00
Wages, Regular Employees	65,500 00
General Supplies	2,000 00
Material for Repairs and Replacements by Departmental Labor	7,500 00
Repairs by Contract or Open Order	2,000 00
Apparatus, Machinery, etc	2,000 00
Forage, Shoeing and Boarding Horses	500 00
Hired Teams, Horses and Carts	2,000 00
	$100,000 00

May I ask that you cause this request to be presented to the Board of Estimate and Apportionment under unanimous consent at the meeting of Thursday, March 30?

Respectfully, KINGSLEY L. MARTIN, Commissioner.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 29, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On March 28, 1911, the Commissioner of Bridges requested a further appropriation of $100,000, covering eight accounts for the maintenance of the New York and Brooklyn Bridge during 1911. In connection therewith I report as follows:

On December 20, 1910, the Commissioner submitted his estimate of the revenues and cost of maintenance of the bridge during 1911 and requested an appropriation of $416,000. On December 22, 1911, the Board of Estimate and Apportionment made a preliminary allowance of $100,000. On January 26, 1911, a further allowance of $5,000 was made for the wages of temporary employees.

These appropriations were based upon estimated requirements for approximately three months. The Commissioner has submitted a statement showing that certain of the accounts are nearly exhausted.

He therefore requests that, pending final action upon his estimate, a further temporary allowance be made.

As soon as data requested on the estimate has been furnished by the Department of Bridges my report on the full appropriation for the year will be presented to your Board. It is stated that the $100,000 will provide for an additional three months.

Pending the completion of my final report I recommend the adoption of the attached resolution granting the request. Respectfully,

WM. A. PRENDERGAST, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of subdivision 2 of section 242 of the Greater New York Charter, hereby appropriates, from the revenues received by the New York and Brooklyn Bridge during the year 1911, the sum of one hundred thousand dollars ($100,000), in addition to amounts heretofore appropriated, for the maintenance of said bridge during the year 1911, to be apportioned as follows:

New York and Brooklyn Bridge Maintenance, 1911—	
Salaries	$18,500 00
Wages, Regular Employees	65,500 00
Hired teams, horses and carts	2,000 00
General supplies	2,000 00
Materials for repairs and replacements by Departmental labor	7,500 00
Repairs by contract or open order	2,000 00
Apparatus, machinery, vehicles, harness, etc., including care and storage	2,000 00
Forage, shoeing and boarding horses	500 00
	$100,000 00

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The Comptroller presented the following resolution of the Commissioners of the Sinking Fund, adopted March 29, 1911, amending resolution adopted by said Commissioners on April 5, 1909, and approved by the Board of Estimate and Apportionment on April 16, 1909, authorizing the exchange of certain property owned by The City of New York in the Borough of Richmond for property owned by the Staten Island Rapid Transit Railway in the same borough, so as to make same read throughout, "that in its conveyance of land under water at the West New Brighton Refuse Destructor, the Staten Island Rapid Transit Railway Company reserves the fee in the strip 100 feet in width, 50 feet on either side of the centre line of tracks, and gives to the City a perpetual right of way thereover," together with a report recommending the approval of said resolution:

Whereas, In accordance with the provisions of section 205a of the Greater New York Charter, as amended, the Commissioners of the Sinking Fund on April 5, 1909, adopted a resolution authorizing a conveyance to the Staten Island Rapid Transit Railway Company of certain property therein described owned by The City of New York, in consideration of a conveyance by the Staten Island Rapid Transit Railway Company to The City of New York, of property owned by the Staten Island Rapid Transit Railway Company, which resolution was approved by the Board of Estimate and Apportionment April 16, 1909, and

Whereas, This resolution does not clearly determine whether the Staten Island Rapid Transit Railway Company, in its conveyance of land under water at the West New Brighton Refuse Destructor, is to reserve the fee in the strip 100 feet in width, 50 feet on either side of the center line of tracks, or convey it to the City.

Resolved, That the said resolution adopted on April 5, 1909, be and is hereby amended so as to make it read throughout that in its conveyance of land under water at the West New Brighton Refuse Destructor, the Staten Island Rapid Transit Railway Company reserves the fee in the strip 100 feet in width, 50 feet on either side of the centre line of tracks, and gives to the City a perpetual right of way thereover.

A true copy of resolution adopted by the Commissioners of the Sinking Fund March 29, 1911. H. J. WALSH, Secretary.

City of New York, Department of Finance, Comptroller's Office, March 30, 1911

To the Honorable, the Board of Estimate and Apportionment:

Gentlemen—On April 5, 1909, the Commissioners of the Sinking Fund adopted a resolution authorizing an exchange of certain property owned by The City of New York, in the Borough of Richmond, for property owned by the Staten Island Rapid Transit Railway Company, in the same borough. This resolution was approved by the Board of Estimate and Apportionment at a meeting held April 16, 1909.

In the Sinking Fund resolution the technical description of land under water at the West New Brighton Refuse Destructor, which the Staten Island Rapid Transit Railway Company proposes to convey to The City of New York, states that *the Staten Island Rapid Transit Railway Company reserves a right of way 100 feet in width, 50 feet on either side of the centre line of tracks.* This description is contained in what might be called a preamble to the resolution. In the resolution proper, however, it states that *"the Staten Island Rapid Transit Railway Company grant to The City of New York a perpetual right of way over and across the 100-foot strip of land now used by the Railway Company as easements for its tracks, as shown on map of 'Property Proposed to be Conveyed from the Staten Island Rapid Transit Railway Company to the City of New York, III.'"*

It will be seen that these descriptions conflict and do not clearly determine whether the Staten Island Rapid Transit Railway Company was to reserve to itself the fee in this 100-foot strip, or to convey the fee to the City.

At a meeting of the Commissioners of the Sinking Fund, held on March 29, 1911, the resolution above mentioned adopted on April 5, 1909, was amended so as to make it read throughout that in its conveyance of land under water at the West New Brighton Refuse Destructor, the Staten Island Rapid Transit Railway Company reserves the fee in the strip 100 feet in width, 50 feet on either side of the centre line of tracks, and gives to the City a perpetual right of way thereover.

I transmit herewith a certified copy of this resolution, and respectfully recommend that the Board of Estimate and Apportionment adopt a resolution approving of same.

Respectfully, WM. A. PRENDERGAST, Comptroller.

The following was offered:

Whereas, The Commissioners of the Sinking Fund, at a meeting held March 29, 1911, adopted the following resolution:

"Whereas, In accordance with the provisions of section 205a of the Greater New York Charter, as amended, the Commissioners of the Sinking Fund on April 5, 1909, adopted a resolution authorizing a conveyance to the Staten Island Rapid Transit Railway Company of certain property therein described, owned by The City of New York, in consideration of a conveyance by the Staten Island Rapid Transit Railway Company of The City of New York, of property owned by the Staten Island Rapid Transit Railway Company, which resolution was approved by the Board of Estimate and Apportionment April 16, 1909; and

"Whereas, This resolution does not clearly determine whether the Staten Island Rapid Transit Railway Company, in its conveyance of land under water at the West New Brighton Refuse Destructor, is to reserve the fee in the strip 100 feet in width, 50 feet on either side of the centre line of tracks, or convey it to the City;

"Resolved, That the said resolution adopted on April 5, 1909, be and is hereby amended so as to make it read throughout, that in its conveyance of land under water at the West New Brighton Refuse Destructor, the Staten Island Rapid Transit Railway Company reserves the fee in the strip 100 feet in width, 50 feet on either side of the centre line of tracks, and gives to the City a perpetual right of way thereover."

Resolved, That the Board of Estimate and Apportionment, in accordance with the provisions of section 205a of the Greater New York Charter, hereby approves of the action of Commissioners of the Sinking Fund in amending the resolution adopted April 5, 1909, as above set forth.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

The President of the Borough of Manhattan offered the following resolution:

Resolved, That the Chairman of this Board be authorized to appoint a Committee of three members, with power to associate with themselves an Advisory Board of Engineers, and other properly qualified experts, not to exceed five in number to inquire into the causes and conditions leading to the recent calamitous fire in Washington place, Manhattan, and (2) to report to the Board its recommendations for such amendments of law, or such administrative action as will in their judgment reduce to a minimum the possibility of the recurrence of such disaster within the City; and be it further

Resolved, That the Committee so appointed be authorized to make such expenditures as may be necessary for the employment of experts, or otherwise, from the Contingent Fund of the Board.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and the Acting President of the Borough of Richmond—16.

After considering a certain Public Improvement Matter, on motion of the Comptroller the Board adjourned to meet Thursday, April 6, 1911, at 10:30 o'clock in the forenoon. JOSEPH HAAG, Secretary.

THE BOARD OF ALDERMEN OF THE CITY OF NEW YORK.

STATED MEETING.

Tuesday, April 4, 1911, 1:30 o'clock p. m.

The Board met in the Aldermanic Chamber, City Hall.

In the absence of the President and Vice-Chairman the Clerk called the Board to order.

Alderman Dowling moved that Alderman Heffernan be elected Chairman pro tem.

Which motion was adopted.

Present:

Aldermen

Francis P. Bent, Vice-Chairman;	William Drescher, Alexander Dujat,	John McCann, George Markert,
Thomas F. Baldwin,	Daniel Ehntholt,	Samuel Marx,
Thomas F. Barton,	Edward Eichhorn,	John J. Meagher,
Niles R. Becker,	O. Grant Esterbrook,	George A. Morrison,
John A. Bolles,	Lawrence J. Fagan,	James J. Mulhearn,
John H. Boschen,	William Fink,	Courtlandt Nicoll,
Edward Brady,	William H. Finley,	James J. Nugent,
William D. Brush,	James H. Finnigan,	Lewis M. Potter,
Stephen Callaghan,	Ralph Folks,	John J. Reardon,
James E. Campbell,	John S. Gaynor,	John C. Ruff,
Michael Carberry,	Waldo S. Godwin,	Joseph Schloss,
Charles P. Cole,	Henry F. Grimm,	Peter Sheridan,
Daniel R. Coleman,	James Hamilton,	W. Augustus Shipley,
Daniel T. Cornell,	Joseph M. Hannon,	James J. Smith,
Frank A. Cunningham,	William J. Heffernan,	Frederick Snell,
Henry H. Curran,	Abram W. Herbst,	Michael Stapleton,
Percy L. Davis,	John J. Hickey,	William C. Towen,
Charles Delaney,	William P. Kenneally,	Michael J. Volkmann,
William J. Desmond,	Francis P. Kenney,	Leonard A. Van Nostrand,
John Diemer,	Max S. Levine,	Louis Wendel, Jr.,
Frank L. Dowling,	John Loos,	John J. White,
Robert F. Downing,	Thomas J. McAleer,	Bryant Willard,
Alexander S. Drescher,		James R. Weston.

George Cromwell, President, Borough of Richmond.

Lawrence Gresser, President, Borough of Queens, by Walter H. Bunn, Commissioner of Public Works.

Cyrus C. Miller, President, Borough of The Bronx, by Thomas W. Whittle, Commissioner of Public Works.

Alfred E. Steers, President, Borough of Brooklyn.

George McAneny, President, Borough of Manhattan.

Pending roll call, the Vice-Chairman entered the Chamber and took the chair.

The Clerk proceeded to read the minutes of the Stated Meeting of March 28, 1911.

On motion of Alderman Delaney, further reading was dispensed with, and the minutes were approved as printed.

MESSAGES FROM HIS HONOR THE MAYOR.

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

No. 3138.

Office of the Mayor, City of New York, April 4, 1911.

To the Honorable, the Board of Aldermen:

Gentlemen—I return herewith, disapproved, proposed resolution 3138, entitled "Resolution to permit The Renard Company, Incorporated, to sink the firm name in sidewalk."

This resolution would allow this private company to place its name on the sidewalk of 23d st., opposite its premises, one of the most prominent streets in the City. I do not believe the City's sidewalks should be defaced by such private advertising.

Respectfully, WM. J. GAYNOR, Mayor.

Resolved, That permission be and the same is hereby given to The Renard Co., Inc., to sink or lay the firm or corporate name in enamel tiling in the centre of the sidewalk in front of their premises, 14 and 16 W. 23d st., in the Borough of Manhattan, provided, that said tiling shall be laid flush with the sidewalk and not to be in any wise an impediment to pedestrians; the work to be done at said company's expense, under the direction and to the satisfaction of the President of the Borough. Such permission to continue only during the pleasure of the Board of Aldermen.

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

PETITIONS AND COMMUNICATIONS.

No. 3222.

The Brooklyn League, Temple Bar, 44 Court st., Brooklyn, N. Y., March 28, 1911.

Hon. JOHN PURROY MITCHEL, President, Board of Aldermen, City Hall, New York, N. Y.:

The attention of this League has been called to an application now before the Board of Supervisors of Nassau County for the establishment of a cemetery at Elmont. I am informed that the plot of ground desired for this cemetery is located between two streams that are important feeders to the Brooklyn water supply. This League has on various occasions entered its protest against the establishment of any more cemeteries in proximity to the sources of water supply for Brooklyn.

I respectfully urge that you present this matter to the Board of Aldermen in order that it may be referred to the proper committee and such action taken as will protect the water supply of Brooklyn. Very sincerely yours,

GEORGE W. BRUSH.

Which was referred to the Committee on Water Supply, Gas and Electricity.

No. 3223.

Public Service Commission, State of New York, for the First District, Tribune Building, 154 Nassau st., New York, April 3, 1911.

P. J. SCULLY, Esq., Clerk to the Board of Aldermen, City Hall, New York City:

Dear Sir—I beg to acknowledge receipt of a copy of a resolution adopted by the Board of Aldermen March 28, 1911, requesting the Public Service Commission to authorize a station to be erected on the Myrtle ave. elevated road, at the corner of Myrtle ave. and Cumberland st. for the accommodation of traffic between the existing stations at Vanderbilt ave. and at Navy st.

By a resolution adopted by the Board of Aldermen, May 3, 1910, this Commission was requested to direct the Brooklyn Union Elevated Railroad Company to erect and maintain a station at Cumberland st. and Myrtle ave., the same point as designated in the resolution of March 8, 1911. The matter was thoroughly investigated and considered at that time, and on May 25, 1910, I advised you that the Commission did not believe that it was advisable to install a station at that point. The average daily number of passenger fares collected at the Vanderbilt ave. and Navy st. stations is only about 1,300 each, or a total daily average passenger traffic of about 2,600 for the two stations. The passenger traffic is far greater at many other elevated stations in Brooklyn, and the average station traffic in Manhattan is two or three times as great; so that it cannot be said that any congestion exists at either the Navy st. or the Vanderbilt ave. station. It was believed that the proposed station could hardly expect more than one-third of this number, or perhaps 830 passengers daily, even if the space occupied by Fort Green Park were built up. It seemed probable that the actual traffic would be even less than 830 per day. From the standpoint, therefore, of traffic demand, the construction of such a station was not deemed advisable.

The proposed station would have to be erected on a 1 per cent. track grade, which, from an operating point of view, is very objectionable. The distance between the Navy st. and Vanderbilt ave. stations is approximately 2,850 feet, and between Cumberland st. and Vanderbilt ave. only about 1,050 feet. As a matter of policy, 2,850 feet between stations more nearly answers the demands of real rapid transit than intervals of 1,050 feet. The local demands for the construction of new stations have been so numerous on all elevated lines throughout the City that the Commission has had to give the subject a great deal of attention. The most of the elevated lines are now pretty well taxed by the traffic demands, and every additional station increases the operating difficulties during the rush hours. There seem to be no new facts to change the conclusion reached nearly a year ago that the Commission would not be warranted in ordering the Brooklyn Union Elevated Railroad Company to construct a station at Myrtle ave. and Cumberland st.

Very truly yours, TRAVIS H. WHITNEY, Secretary.

Which was ordered on file.

COMMUNICATIONS FROM CITY, COUNTY AND BOROUGH OFFICERS.

The Vice-Chairman laid before the Board the following communication from the Board of Estimate and Apportionment:

No. 3224.

Board of Estimate and Apportionment, City of New York, Office of the Secretary, 277 Broadway, April 1, 1911.

Hon. JOHN PURROY MITCHEL, President, Board of Aldermen:

Dear Sir—I transmit herewith certified copy of a resolution adopted by the Board of Estimate and Apportionment, March 30, 1911, directing the return, without the approval of the said Board, of the ordinance adopted by the Board of Aldermen on October 26, 1910, assigning, for hospital purposes under the jurisdiction of the Department of Public Charities, the premises known as 143-145-147 Noble st., Brooklyn. I also transmit copy of report of the Select Committee, consisting of the Presidents of the Boroughs of Manhattan and Brooklyn, and the Comptroller, relative thereto.

In compliance with said resolution I return herewith the above mentioned ordinance. Yours very truly, JOSEPH HAAG, Secretary.

Resolved, That the Board of Estimate and Apportionment return, without its approval, an ordinance adopted by the Board of Aldermen on October 26, 1910, assigning, for hospital purposes, under the jurisdiction of the Department of Public Charities, the premises known as 143-145-147 Noble st., Greenpoint, Borough of Brooklyn.

A true copy of resolution adopted by the Board of Estimate and Apportionment, March 30, 1911. JOSEPH HAAG, Secretary.

Department of Finance, City of New York, Comptroller's Office, March 28, 1911.

"Real Estate."

To the Honorable, the Board of Estimate and Apportionment:

Gentlemen—At a meeting of the Board of Aldermen, held October 26, 1910, an ordinance was adopted setting aside a site in the Borough of Brooklyn, known as 143-145-147 Noble st., for hospital purposes, under the jurisdiction of the Department of Public Charities. This ordinance was approved by the Mayor on November 15, 1910. The matter was presented at a meeting of the Board of Estimate and Apportionment, held on November 18, 1910, and was referred to the Comptroller for consideration and report.

We have considered the Comptroller's reports submitted under dates of June 29, 1910, December 9, 1910, and February 2, 1911, respectively.

In the last mentioned report the Comptroller calls attention to the fact that the price which the owners of the Noble st. property are willing to accept, namely, $22,000, is reasonable and just, on the assumption that the dwelling located on this plot of ground could be advantageously used for hospital purposes without considerable additional cost for reconstruction, and concludes his report by stating that he believes it would be necessary to completely reconstruct the building in order to make it adaptable for hospital purposes, and that it would be wiser to purchase a vacant plot of ground, erecting thereon such a structure as would best meet the requirements of a hospital.

Since the price is satisfactory, it seems that the question for your Committee to determine is the desirability of the location and the adaptability of the building for hospital purposes.

The Committee is unanimously of the opinion that the building is not suited to the needs of a hospital and could not be altered to meet the requirements of such an institution, unless the dwelling is thoroughly overhauled and practically reconstructed. Further, that the necessity of locating an emergency hospital at this point, in the face of the almost general opposition of the residents of the neighborhood, is not apparent.

We therefore recommend that the Board of Estimate and Apportionment do not approve of the ordinance adopted by the Board of Aldermen on October 26, 1910, setting aside the premises known as 143-145-147 Noble st., Borough of Brooklyn, for hospital purposes, under the jurisdiction of the Department of Public Charities.

Transmitted herewith is a resolution that will carry the recommendation of the Committee into effect. Respectfully,

GEORGE McANENY, President, Borough of Manhattan; ALFRED E. STEERS, President, Borough of Brooklyn; WM. A. PRENDERGAST, Comptroller, Committee.

AN ORDINANCE assigning a site for the Department of Public Charities, to be used for hospital purposes in the Borough of Brooklyn.

Be it Ordained by the Board of Aldermen of The City of New York as follows:

Section 1. That the premises known as 143, 145 and 147 Noble st., Greenpoint, Borough of Brooklyn, situated at a point on the east side of Noble st., distant about 200 feet westerly from Manhattan ave., and running thence 72 feet 3 inches westerly toward Franklin st.; running thence northerly parallel with Franklin st. for 100 feet; running thence easterly 72 feet 3 inches toward Manhattan ave.; running thence southerly 100 feet parallel with Manhattan ave. to the point or place of beginning, together with the building or buildings located on said premises, described as a three-story, basement and attic brick dwelling, be set aside for hospital purposes under the direction and jurisdiction of the Department of Public Charities.

Sec. 2. That all ordinances inconsistent or conflicting with this ordinance be and they are hereby repealed.

Sec. 3. That this ordinance take effect immediately.

Adopted by the Board of Aldermen October 25, 1910, a majority of all the members elected voting in favor thereof.

Approved by the Mayor November 15, 1910.

P. J. SCULLY, Clerk.

Which was ordered on file.

The Vice-Chairman laid before the Board the following communications from the President, Borough of Queens:

No. 3225.

The City of New York, Office of the President of the Borough of Queens, Long Island City, March 31, 1911.

Hon. JOHN PURROY MITCHEL, President of the Board of Aldermen:

Dear Sir—Confirming ours of the 27th of January, re application for special revenue bonds amounting to ten thousand eighty-four and 50-100 dollars, for additional help to care for the new Queens County Court House, now in the hands of the Committee on Finance in the Board of Aldermen, in lieu thereof we beg to submit an amended resolution for special revenue bonds amounting to six thousand nine hundred and ninety-seven and 50-100 dollars.

We enclose copy of statement of Superintendent Joseph Sullivan, also copy of letter of the Commissioner of Weights and Measures, Mr. John L. Walsh, in relation to the assignment of one cleaner. Yours respectfully,

WALTER H. BUNN, Acting President of the Borough of Queens.

Resolved, That pursuant to subdivision 8 of section 188 of the Charter of the City of New York, the Comptroller be and is hereby authorized to issue special revenue bonds to an amount not exceeding six thousand nine hundred and ninety-seven and 50-100 dollars ($6,997.50), the proceeds whereof to be expended by the President of the Borough of Queens, to employ additional help in the Bureau of Public Buildings and Offices:

25 Laborers	$4,372 50
1 Engineer	1,237 50
1 Elevatorman	675 00
1 Watchman	675 00
—and to increase the wages of one Tinsmith in accordance with the resolution of the Board of Aldermen establishing such position at $4.75 per diem, to that rate of salary	37 50
	$6,997 50

Statement.

Additional Funds Required by the Bureau of Public Buildings and Offices, Borough of Queens, for Nine Months, Ending December 31, 1911.

	Days.
18 Laborers, 228 days (303-day basis)	4,104
6 Laborers, 275 days (365-day basis)	1,650
	5,754
1 additional Laborer for cleaning, etc., in the Bureau of Weights and Measures, as per request herewith attached (365-day basis)	275
	6,029
Balance of days' labor unused March 31, 1911	4,280
	1,749
1,749 days at $2.50 per day	$4,372 50
1 additional Engineer (365-day basis), 275 days, at $4.50 per day	1,237 50
1 additional Elevatorman (yearly basis), 9 months, at $900 per annum	675 00
1 Watchman (yearly basis), 9 months, at $900 per annum	675 00
Tinsmith—25 cents per day additional for 150 days (balance of 222 days at $4.50), made necessary by resolution of Board of Estimate and Apportionment, establishing grade for Tinsmiths at $4.75 per day; 150 days at 25 cents per day	37 50
Additional money required	$6,997 50

Respectfully submitted,

JOS. SULLIVAN, Superintendent Bureau of Public Buildings and Offices.

Mayor's Bureau of Weights and Measures, City Hall, City of New York, March 23, 1911.

Hon. JOSEPH SULLIVAN, Superintendent Public Buildings and Offices, Flushing, L. I.:

Dear Sir—I take this means of thanking you for earnest co-operation in establishing a branch of this Department in your borough.

One thing I overlooked when talking over the project, and that is, the urgent necessity of having a Cleaner assiigned to the place. This department is without funds to hire such help, and as a Cleaner is greatly needed, I would ask that you assist us further, if you can, by assigning a male Cleaner. There will certainly be enough work for him in keeping the place in order and in assisting the Inspectors in handling the many instruments which will be delivered there for inspection and testing. Yours very truly, (Signed) JOHN L. WALSH, Commissioner.

Which was referred to the Committee on Finance.

No. 3226.

The City of New York, Office of the President of the Borough of Queens, Long Island City, March 20, 1911.

Hon. JOHN PURROY MITCHEL, President, Board of Aldermen:

Dear Sir—We beg to enclose herewith resolution for adoption by your honorable Board, authorizing this office to purchase in the open market, without public letting, three automobiles, at a cost not to exceed six thousand dollars ($6,000), funds for which were allowed by the Board of Aldermen May 31, 1910, and the Board of Estimate and Apportionment October 7, 1910.

We would thank you to take such action as will facilitate this matter.

Yours respectfully,

WALTER H. BUNN, Acting President of the Borough of Queens.

Resolved, That, pursuant to the provisions of section 419 of the Charter of the City of New York, the Board of Aldermen, deeming it for the public interest, hereby authorizes and empowers the President of the Borough of Queens to purchase in open market, instead of by contract at public letting, for the official use of the President of the Borough of Queens, three (3) automobiles, at a cost not to exceed the sum of six thousand dollars ($6,000).

Which was referred to the Committee on Public Letting.

The Vice-Chairman laid before the Board the following communication from the Department of Water Supply, Gas and Electricity:

No. 3227.

Department of Water Supply, Gas and Electricity, Commissioner's Office, 13-21 Park Row, City of New York, March 31, 1911.

Hon. JOHN PURROY MITCHEL, President, Board of Aldermen:

Dear Sir—This Department is charged by law with the inspection of gas and electrical appliances and apparatus used for lighting and heating buildings. By resolution of the Board of Estimate and Apportionment, plans and specifications for all gas and electrical installation in public buildings shall first be submitted to this Department for inspection, and a certificate of approval must be issued before the Board of Estimate and Apportionment will authorize the advertising or the award of the contract. It is therefore incumbent upon each Department, Bureau or Commission to forward to this office their plans and specifications for all new gas and electrical installation.

The inspection of these plans and examination of the specifications have entailed a considerable amount of work. Such a large number of these plans and specifications have been received that it is a physical impossibility with the present force to examine same within a reasonable time, and the Department is receiving complaints or protests daily from the different Commissioners, architects and builders relative to the certificates of approval being withheld. All the men in the Bureaus of Lamps and Gas and Electrical Inspection who have the technical knowledge and experience to pass upon these matters, have devoted their whole and undivided attention to same within the past few months, and important and necessary inspections of private buildings and establishments have been delayed.

In the preparation of the Budget for 1911, the Department had no knowledge or information that it would later be called upon to examine plans and specifications relating to gas and electrical work in public buildings, and consequently made no provision for the help which would be required to properly handle this work. Aside from the examination of the plans and specifications, there is required in every instance an inspection of the building. Corrections and alterations in these plans and specifications make necessary a revision of them, and necessitates the employment of Draftsmen, Stenographers and other office help.

I give below a summary of the additional positions required for the proper conduct of these Bureaus:

	Lamps and Lighting.		Electrical Inspection.	
Manhattan and The Bronx.				
Inspector	4 at	$1,200, $4,800	5 at	$1,200, $6,000
Stenographer	1 at	900, 900		
Clerk	1 at	900, 900	2 at	$900, $1,800
Junior Draftsman	1 at	750, 750		
Brooklyn.				
Inspector	1 at	1,200, 1,200	3 at	$1,200, $3,600
Clerk	1 at	900, 900	1 at	900, 900
Queens.				
Inspector	1 at	1,200, 1,200	2 at	1,200, 2,400
Clerk	1 at	900, 900		
		$11,550		$14,700

The annual salary expense for the number of employees above enumerated would be $26,250, and I would respectfully request that the honorable Board of Aldermen provide this money by recommending to the Board of Estimate and Apportionment an issue of special revenue bonds. A ratable deduction may be made for the period of the year which has elapsed, so that the amount of the revenue bonds to be authorized shall equal only the amount for the payment of salaries for the remainder of the year. Yours respectfully, HENRY S. THOMPSON, Commissioner.

Which was referred to the Committee on Finance.

The Vice-Chairman laid before the Board the following communications from the Board of Estimate and Apportionment:

No. 3228.

Board of Estimate and Apportionment, City of New York, Office of the Secretary, 277 Broadway, April 4, 1911.

Hon. JOHN PURROY MITCHEL, President, Board of Aldermen:

Dear Sir—I transmit herewith certified copies of two resolutions adopted by the Board of Estimate and Apportionment March 30, 1911, relative to the issues of corporate stock, as follows

Cal. No. 33B. Amending resolution adopted February 10, 1905, which authorized the issue of $213,000 corporate stock for the erection of a power-house, installation of an electric light plant, laundry equipment, etc., etc., by reducing said amount to $210,500.

Cal. No. 33C. Authorizing the issue of $2,500 corporate stock to provide means for the installation of a floor of concrete construction, for the replacement of the present flooring of six of the balconies at the Harlem Hospital.

I also transmit copy of report of the Comptroller relative thereto, together with forms of resolution and ordinance for adoption by the Board of Aldermen, to indicate its concurrence therein.

Yours very truly, JOSEPH HAAG, Secretary.

Resolved, That the Board of Aldermen hereby approves of and concurs in the following amended resolution adopted by the Board of Estimate and Apportionment March 30, 1911

Resolved, That the following resolution adopted by the Board of Estimate and Apportionment on February 10, 1905, concurred in by the Board of Aldermen, February 21, 1905:

Resolved, That, pursuant to the provisions of section 47 of the Greater New York Charter, as amended by chapter 409 of the Laws of 1904, the Board of Estimate and Apportionment hereby approves of the issue of corporate stock of The City of New York, to an amount not exceeding two hundred and thirteen thousand dollars ($213,000), to provide means for the erection of a power-house, installation of an electric light plant, laundry equipment, ambulance building, etc., for the new Harlem Hospital, and that when authority therefor shall have been obtained from the Board of Aldermen, the Comptroller is authorized to issue corporate stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding two hundred and thirteen thousand dollars ($213,000), the proceeds whereof to be applied to the purposes aforesaid.

—be amended to make the amount authorized two hundred and ten thousand five hundred dollars ($210,500).

No. 3229.

AN ORDINANCE providing for an issue of corporate stock in the sum of twenty-five hundred dollars ($2,500) to provide means for the installation of a floor of concrete construction for the replacement of the present flooring of six of the balconies at the Harlem Hospital, under the jurisdiction of the Department of Bellevue and Allied Hospitals.

Be it Ordained by the Board of Aldermen of The City of New York, as follows:

Section 11. The Board of Aldermen hereby approves of and concurs in the following resolution adopted by the Board of Estimate and Apportionment March 30, 1911, and authorizes the Comptroller to issue corporate stock of The City of New York to the amount and for the purposes therein specified

Resolved, That, pursuant to section 47 of the Greater New York Charter, the Board of Estimate and Apportionment hereby approves of the issue of corporate stock of The City of New York, to an amount not exceeding two thousand five hundred dollars ($2,500), to provide means for the installation of a floor of concrete construction, for the replacement of the present flooring of six of the balconies at the Harlem Hospital, under the jurisdiction of the Department of Bellevue and Allied Hospitals, and when authority therefor shall have been obtained from the Board of Aldermen, the Comptroller is authorized to issue corporate stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding two thousand five hundred dollars ($2,500), the proceeds whereof to be applied to the purposes aforesaid.

March 24, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—By resolution adopted by this Board on February 10, 1905, corporate stock to the amount of $213,000 was authorized to provide means for the erection of a power-house, installation of an electric light plant, laundry equipment, ambulance building, etc., for the new Harlem Hospital.

On June 3, 1910, the Board released the bond balance, $3,829.48, of this fund (C-BH-13), new Harlem Hospital Fund, to provide for the erection of a structure in which to store inflammable oils and alcohol. This balance is still available, none of it having been used for this purpose.

On February 28, 1910, Dr. John W. Brannan, President, Board of Trustees of Bellevue and Allied Hospitals, requested that about $2,500 of this balance be used to install a floor of concrete construction, for the replacement of the present flooring of the balconies at Harlem Hospital, composed of sheet iron of an open pattern.

The present construction is unsanitary, permitting water containing germs to drip from the flooring of one balcony to the balcony below, also the corrugated surface of the present sheet iron plates makes it difficult to move beds on chairs over it.

The work being necessary and the estimate of cost reasonable, I recommend the original authorization of February 10, 1905, be reduced by $2,500 and an issue of corporate stock to the amount of $2,500 be authorized for the installation of a floor of concrete construction, for the replacement of the present flooring of six of the balconies at Harlem Hospital, Borough of Manhattan.

Three resolutions hereto attached will, if adopted, carry the above recommendation into effect.

Respectfully, (Sgd.) WM. A. PRENDERGAST, Comptroller.

Which were severally referred to the Committee on Finance.

No. 3230.

Board of Estimate and Apportionment, City of New York, Office of the Secretary, 277 Broadway, April 4, 1911.

Hon. JOHN PURROY MITCHEL, President, Board of Aldermen:

Dear Sir—I transmit herewith certified copies of eight resolutions adopted by the Board of Estimate and Apportionment March 30, 1911, relative to the establishment of new positions and additions, grades of positions, etc., as follows:

Calendar No.	Department and Position.	Salary Per Annum	Incumbents.
	Office, President, Borough of The Bronx—		
39	General Bookkeeper	$4,000 00	1
	Department of Taxes and Assessments—		
40	Confidential Stenographer	1,350 00	2
	Department of Education—		
41	Clerk	2,400 00	Unlimited.
	Stenographer and Typewriter	2,750 00	1
	Librarian	1,200 00	1
	Department of Bellevue and Allied Hospitals—		
42	Hospital Attendant	240 00	Unlimited.
	Hospital Attendant	300 00	Unlimited.
	Hospital Attendant	360 00	Unlimited.
	Hospital Attendant	420 00	Unlimited.
	Hospital Attendant	480 00	Unlimited.
	Office, President, Borough of Brooklyn—		
50.	Automobile Engineman	1,200 00	8
	Department of Finance—		
58	Inspector	1,200 00	Unlimited.
	Inspector	1,350 00	Unlimited.
	Inspector	1,500 00	Unlimited.
	Inspector	1,650 00	Unlimited.
	Inspector	1,800 00	Unlimited.
	Department of Education—		
76	Janitor Engineer and Janitor as set forth therein.		
	Department of Education—		
77	Janitor Engineer and Janitor, as set forth therein.		

I also transmit herewith copies of reports of the Select Committee on Salaries and Grades, communications from the Comptroller and from the Acting President, Borough of Brooklyn, relative thereto, together with forms of resolutions for adoption by the Board of Aldermen to indicate its concurrence therein.

Yours very truly, JOSEPH HAAG, Secretary.

Whereas, The Board of Estimate and Apportionment adopted the following resolution at a meeting held March 30, 1911:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in the office of the President of the Borough of The Bronx of the grade of position, in addition to those heretofore established, as follows:

Title.	Rate Per Annum.	Number of Incumbents.
General Bookkeeper	$4,000 00	1

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salary of said position as set forth therein.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 10, 1911.

To the Board of Estimate and Apportionment:

Gentlemen--On September 22, 1910, the President of the Borough of The Bronx requested the establishment in his office, pursuant to the provisions of section 56 of the Greater New York Charter, of the grade of position of General Bookkeeper, at the rate of $4,000 per annum. In connection therewith we report as follows:

The request is to permit of an increase in salary of $500 per annum to John Osborn, General Bookkeeper, who has been receiving $3,500 since 1904. Mr. Osborn entered the service in 1891 and since then has occupied practically the same position as at present. The President states that the duties of the General Bookkeeper have greatly increased with slight increase in the office force.

In addition, under a plan of reorganization instituted by the President, the responsibilities of the General Bookkeeper have been increased by the supervision of a force heretofore under the supervision of the Chief Clerk. Every disbursement in the office of the President is passed upon by the General Bookkeeper and a local audit made before approval by the President. Receipts for special funds also are passed through this office. In 1909 transactions in the sum of $6,000,000 were handled by the General Bookkeeper.

We recommend approval of the request by the adoption of the attached resolution. Respectfully,

WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen, Select Committee.

No. 3231.

Whereas, The Board of Estimate and Apportionment adopted the following resolution at a meeting held March 30, 1911:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in the Department of Taxes and Assessments of the grade of position, in addition to those heretofore established, as follows:

Title.	Rate Per Annum.	Number of Incumbents.
Confidential Stenographer	$1,350 00	2

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salary of said position as set forth therein.

(Minutes, page 1089), the annexed resolution in favor of fixing salaries of Janitors,

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, March 13, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On February 21, 1911, the President of the Department of Taxes and Assessments requested the establishment, pursuant to the provisions of section 56 of the Greater New York Charter, of the grade of position of Confidential Stenographer at $1,350 per annum, for two incumbents. In connection therewith we report as follows:

The grade is established for one incumbent. The additional grades are for an increase of $150 per annum each for Jesse Cohen and William Harden. Cohen was appointed in October, 1907, at $1,050 per annum. In April, 1908, he was increased to the present rate. Harden was appointed in April, 1908, at $1,200 per annum, and has not yet been increased. It is stated that the $300 necessary for the increases is available in the appropriation for salaries.

We recommend the approval of the request by the adoption of the attached resolution. Respectfully,

WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen; Select Committee.

No. 3232.

Whereas, The Board of Estimate and Apportionment adopted the following resolution at a meeting held March 30, 1911:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in the Department of Education of grades of positions in addition to those heretofore established, as follows:

Title.	Rate Per Annum.	Number of Incumbents
Clerk	$2,400 00	Unlimited
Stenographer and Typewriter	2,750 00	1
Librarian	1,200 00	1

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salaries of said positions as set forth therein.

Department of Finance, City of New York, Bureau of Municipal Investigation and Statistics, February 6, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On November 9, 1910, the Board of Education requested the establishment, pursuant to the provisions of section 56 of the Greater New York Charter, of the following grades of positions in the Department of Education:

Title.	Rate Per Annum.	Number of Incumbents.
Clerk	$2,400 00	Unlimited
Stenographer and Typewriter	2,750 00	1
Librarian	1,200 00	1

In connection therewith we report as follows:

The grade of Clerk at $2,400 per annum is for an increase from $2,250 per annum, in the salary of William S. West, who has been employed in the Office of the Secretary since 1902. It is stated that West acts as Secretary to the Committee on Sites, keeps the records of employees in the several Bureaus of the Department, prepares the several annual directories, reads proofs for the Journal of the Board of Education and performs many other similar duties with a high degree of efficiency. He is stated to be one of the most competent Clerks in the service of the Board of Education. His last increase, amounting to $150 per annum, was in December, 1906.

The grade of Stenographer and Typewriter, at $2,750 per annum is for an increase of $250 per annum in the salary of Joseph Miller, Jr., Office of the Secretary. It is stated Miller acts as Secretary to the Committee on Care of Buildings and the Committee on High Schools and Training Schools, and takes testimony in trials conducted by the various Committees of the Board of Education, etc. He has been in the employ of the Board since 1898. His last increase, amounting to $700 per annum, was in December, 1906.

The grade of Librarian at $1,200 per annum is to increase the salary of Miss Mary V. Bolton from $1,050 per annum. Miss Bolton prepares the indexes of the Minutes of the Board of Education, and of the Building and other Committees. She is stated to be an expert in this line of work and especially deserving of the increase.

It is stated that funds for these increases are available.

We recommend that the request be granted by the adoption of the resolution attached hereto. Respectfully,

WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen; Select Committee.

No. 3233.

Whereas, The Board of Estimate and Apportionment adopted the following resolution at a meeting held March 30, 1911:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in the Department of Bellevue and Allied Hospitals of the grades of position, in addition to those heretofore established, as follows:

Title.	Rate Per Annum.	Number of Incumbents.
Hospital Attendant	$240 00	Unlimited
Hospital Attendant	300 00	Unlimited
Hospital Attendant	360 00	Unlimited
Hospital Attendant	420 00	Unlimited
Hospital Attendant	480 00	Unlimited

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salaries of said position as set forth therein.

March 7, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On February 14, 1911, the Board of Trustees of Bellevue and Allied Hospitals requested the establishment, pursuant to the provisions of section 56 of the Greater New York Charter, of five grades of the position of Hospital Attendant in the Department. In connection therewith we report, as follows:

The grades are proposed for male employees who are to be trained as Attendants in a school to be established in the hospital. The period of training is to be from one to two years, and the school is planned to give more reliable male nurses, or orderlies. The title is to be used only for graduates of the schools. The Boston City Hospital has a similar school.

The five rates asked for run from $240 to $480 per annum. The rates above $300 per annum are to be paid after graduation to those in a supervising capacity or for active service in the hospital.

It is stated that the present force of male nurses is constantly changing. Many remain for only one month. Under the proposed system for the training school Bellevue will have the services of the Hospital Attendants for a year or longer.

We recommend the adoption of the attached resolution approving the request.

Respectfully,

WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen; Select Committee.

No. 3234.

Whereas, the Board of Estimate and Apportionment adopted the following resolution at a meeting held March 30, 1911:

Resolved, That, in accordance with the provisions of section 56 of the Greater New York Charter, the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen the establishment of the following grades of position in the office of the President of the Borough of Brooklyn, in addition to those already existing therein, viz.:

	Incumbents.	Salary. Per Annum.
Automobile Engineman	8	$1,200 00

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salary of said position as set forth therein.

The City of New York, Office of the President of the Borough of Brooklyn, Brooklyn, February 17, 1911.

Hon. JOSEPH HAAG, Secretary, Board of Estimate and Apportionment:

Dear Sir—I would respectfully request that you prepare a resolution for adoption by the Board of Estimate and Apportionment recommending to the Board of Aldermen the establishment of the position of Automobile Engineman in this Department for eight (8) incumbents at the rate of $1,200 per annum, in addition to the other grades existing therein.

The grade of $1,200 has already been established in this Department for one incumbent. It is not the intention to increase the numbe rof Automobile Enginemen, but merely to pay the men who are now receiving $3 per diem an annual salary of $1,200. Yours very truly,

L. H. POUNDS, Commissioner of Public Works and Acting President, Borough of Brooklyn.

No. 3235.

Whereas, the Board of Estimate and Apportionment adopted the following resolution at a meeting held March 30, 1911:

Resolved, That, in accordance with the provisions of section 56 of the Greater New York Charter, the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen the establishment of the following position, in the Department of Finance:

	Incumbents.	Salary per Annum.
Inspector	Unlimited	$1,200 00
Inspector	Unlimited	1,350 00
Inspector	Unlimited	1,500 00
Inspector	Unlimited	1,650 00
Inspector	Unlimited	1,800 00

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salaries of said position, as set forth therein.

March 27, 1911.

The Honorable Board of Estimate and Apportionment:

Gentlemen—Request is hereby made that the Board of Estimate and Apportionment recommend to the Board of Aldermen, in accordance with the provisions of section 56 of the Charter, that salaries, unlimited as to the number of incumbents, be fixed for the position of Inspector in the Department of Finance as follows: $1,200, $1,350, $1,500, $1,650 and $1,800 per annum.

At the present time salaries as established, for this Department, for Inspector of Regulating, Grading and Paving, Inspector of Repairs and Supplies, Inspector of Sewers, etc., in some cases are limited as to the number of incumbents, and in other cases are unlimited. For instance, the Department is unlimited as to the number of Inspectors of Regulating, Grading and Paving at $1,800 and $1,650 per annum, but limited to two at $1,500, one at $1,350, and one at $1,200.

It is accordingly desired that the salaries as requested be established at once.

Respectfully, WM. A. PRENDERGAST, Comptroller.

No. 3236.

Whereas, the Board of Estimate and Apportionment adopted the following resolution at a meeting held March 30, 1911:

Whereas, By opinions of the Corporation Counsel, as of June 28, 1910, and July 30, 1910, the Comptroller was advised that the payment of salaries of Janitors in the Department of Education is illegal, unless such salary shall have been established under the provisions of section 56 of the Greater New York Charter; and

Whereas, The matter of adjusting the compensation of Janitors and the fixation of their salaries under the provisions of section 56 of the Charter is now in the hands of a Special Committee of the Board of Estimate and Apportionment; therefore be it

Resolved, That, pursuant to the provisions of section 56 of the Charter, the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen that, pending the report of said Committee, the compensation of Janitors in the Department of Education be fixed temporarily, and until further modified, in accordance with the following list:

Changes in Compensation.

Janitor-Engineer, Public School 177, Manhattan; present compensation, $4,392 per annum; proposed compensation, $4,092 per annum.

Janitor, Public School 81, Brooklyn; present compensation, $600 per annum; proposed compensation, $480 per annum.

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the compensation of said positions as set forth therein.

March 29, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On March 20, 1911, the Board of Education requested the fixation of the compensation of two Janitors, in compliance with the provisions of section 56 of the Greater New York Charter. In connection therewith we report as follows:

The compensation of the Janitor of Public School 177, Manhattan, was fixed at $4.39 per annum in a resolution adopted by the Board of Estimate and Apportionment on September 1, 1910, and by the Board of Aldermen on September 20, 1910. The amount included $300 for an annex, which has been discontinued. It is therefore proposed to fix the rate at $4,092 per annum.

The compensation of the Janitor for Public School 81, Brooklyn, was fixed in the same resolution at $600 per annum. This school has been put in charge of the Janitor of a near-by school, and it is consequently proposed to reduce the compensation to $480 per annum.

We recommend that the request be granted by the adoption of the attached resolution. Respectfully,

WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen, Select Committee.

No. 3237.

Whereas, The Board of Estimate and Apportionment adopted the following resolution at a meeting held March 30, 1911:

Whereas, By opinions of the Corporation Counsel, as of June 28, 1910, and July 30, 1910, the Comptroller was advised that the payment of salaries of Janitors in the Department of Education is illegal, unless such salary shall have been established under the provisions of section 56 of the Greater New York Charter; and

Whereas, The matter of adjusting the compensation of Janitors, and the fixation of their salaries under the provisions of section 56 of the Charter is now in the hands of a Special Committee of the Board of Estimate and Apportionment; therefore be it

Resolved, That, pursuant to the provisions of section 56 of the Charter, the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen that, pending the report of said Committee, the compensation of Janitors in the Department of Education be fixed temporarily, and until further modified, in accordance with the following list:

Temporary Assignment.

Janitor, assigned to Public School 94, Manhattan; compensation $200 per month.

Transfer.

Janitor-Engineer from Public School 28, Manhattan, to Public School 94, Manhattan; annual compensation $3,288.

New Position.

Janitor, Public School 19, Richmond; annual compensation $1,200.

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the compensation of said positions as set forth therein.

March 29, 1911.

To the Board of Estimate and Apportionment:

Gentlemen—On March 8, 1911, the Board of Education requested the fixation of the compensation of three Janitors, pursuant to the provisions of section 56 of the Greater New York Charter. The detailed request is for the temporary assignment of John Reilly to Public School 94, Manhattan, at $200 per month; the transfer of Harry Roger from Public School 28 to Public School 94, Manhattan, at $3,288 per annum, and the assignment of Andrew S. Thompson to Public School 19, Richmond, at $1,200 per annum.

We recommend that the request be granted by the adoption of the attached resolution. Respectfully,

WM. A. PRENDERGAST, Comptroller; JOHN PURROY MITCHEL, President, Board of Aldermen; Select Committee.

Which were severally referred to the Committee on Salaries and Offices.

The Vice-Chairman laid before the Board the following communication from the Chief Justice, Court of Special Sessions:

No. 3238.

Court of Special Sessions of The City of New York, April 4, 1911.

To the Honorables, Board of Aldermen, City of New York:

Dear Sirs—Application is hereby made for the issue of revenue bonds for the sum of twenty-five hundred dollars ($2,500), to properly equip the offices of the Probation Department, New York County, which have been secured in the Ashland Building, 24th st. and 4th ave. The estimated amount will be as follows:

For partitioning rooms	$785 00
Furniture, linoleum, rugs, etc.	650 00
Steel filing cabinet for records and card indexing system	550 00
For alteration of fixtures, installation of electric lights and general work about	500 00

Respectfully, ISAAC FRANKLIN RUSSELL, Chief Justice.

Which was referred to the Committee on Finance.

REPORTS OF STANDING COMMITTEES.

Reports of Committee on Salaries and Offices—

No. 2838.

The Committee on Salaries and Offices, to which was referred on February 14, 1911 (Minutes, page 877), the annexed resolution in favor of fixing grade of Stenographer and Typewriter in Bureau of Licenses, Mayor's Office, respectfully

REPORTS:

That this new position is made necessary by the increase of work devolved upon this office by new laws.

The Committee recommends that the said resolution be adopted.

Whereas, The Board of Estimate and Apportionment adopted the following resolution at a meeting held February 9, 1911:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment, for the Bureau of Licenses, in the office of Mayor, of the grade of position, in addition to those heretofore established, as follows:

Title.	Rate Per Annum.	Number of Incumbents.
Stenographer and Typewriter	$1,200 00	1

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salary of said position as set forth therein.

WM. J. HEFFERNAN, WILLIAM DRESCHER, EMANUEL MARX, FRANCIS P. BENT, FREDERICK SNELL, JAMES H. FINNIGAN, JOSEPH SCHLOSS, Committee on Salaries and Offices.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Heffernan moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Becker, Bolles, Boschen, Brush, Callaghan, Campbell, Carberry, Coleman, Cornell, Cunningham, Curran, Davis, Desmond, Dowling, A. S. Drescher, W. Drescher, Eichhorn, Esterbrook, Fagan, Fink, Finnigan, Folks, Grimm, Hamilton, Heffernan, Hickey, Kenneally, Kenney, Levine, Loos, Markert, Marx, Meagher, Mulhearn, Nicoll, Reardon, Ruff, Schloss, Sheridan, Shipley, Snell, Stapleton, Van Nostrand, White, Willard; Presidents Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers; the Vice-Chairman—51.

No. 2982.

The Committee on Salaries and Offices, to which was referred on March 7, 1911 (Minutes, page 984), the annexed resolution in favor of fixing grade of Instructor in Anaesthesia, Bellevue and Allied Hospitals, at $750 per annum, respectfully

REPORTS:

That this resolution merely contemplates a change of title, and does not increase the force nor provide for higher salaries.

The Committee recommends that the said resolution be adopted.

Whereas, The Board of Estimate and Apportionment adopted the following resolution at a meeting held March 2, 1911:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in the Department of Bellevue and Allied Hospitals of the position, in addition to those heretofore established, as follows:

Title.	Rate per Annum.	Number of Incumbents.
Instructor in Anæsthesia	$750 00	5

—and that the position of Anæsthetist, at the rate of $750 per annum, be hereby abolished.

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution, and fixes the salary of said position as set forth therein, and abolishes the position as set forth therein.

WM. J. HEFFERNAN, JOHN J. WHITE, RALPH FOLKS, WILLIAM DRESCHER, EMANUEL MARX, FRANCIS P. BENT, FREDERICK SNELL, JOSEPH SCHLOSS, JAMES H. FINNIGAN, Committee on Salaries and Offices.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Heffernan moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Becker, Bolles, Boschen, Brush, Callaghan, Campbell, Carberry, Coleman, Cornell, Cunningham, Curran, Davis, Desmond, Dowling, A. S. Drescher, W. Drescher, Eichhorn, Esterbrook, Fagan, Fink, Finnigan, Folks, Grimm, Hamilton, Heffernan, Hickey, Kenneally, Kenney, Levine, Loos, Markert, Meagher, Mulhearn, Nicoll, Reardon, Ruff, Schloss, Sheridan, Shipley, Snell, Stapleton, Van Nostrand, White, Willard; Presidents Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers; the Vice-Chairman—51.

No. 2983.

The Committee on Salaries and Offices, to which was referred on March 7, 1911 (Minutes, page 985), the annexed resolution in favor of fixing grade of Gardener, Department of Education, at $900 per annum, respectfully

REPORTS:

That this resolution provides for an increase of $120 per annum in the salary of one employee.

The Committee recommends that the said resolution be adopted.

Whereas, The Board of Estimate and Apportionment adopted the following resolution at a meeting held March 2, 1911:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in the Department of Education of the grade of position, in addition to those heretofore established, as follows:

Title.	Rate per Annum.	Number of Incumbents.
Gardener	$900 00	1

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salary of said position as set forth therein.

WM. J. HEFFERNAN, JOHN J. WHITE, RALPH FOLKS, WILLIAM DRESCHER, EMANUEL MARX, FRANCIS P. BENT, FREDERICK SNELL, JOSEPH SCHLOSS, JAMES H. FINNIGAN, Committee on Salaries and Offices.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Heffernan moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Becker, Bolles, Boschen, Brush, Callaghan, Campbell, Carberry, Coleman, Cornell, Cunningham, Curran, Davis, Desmond, Dowling, A. S. Drescher, W. Drescher, Eichhorn, Esterbrook, Fagan, Fink, Finnigan, Folks, Grimm, Hamilton, Heffernan, Hickey, Kenneally, Kenney, Levine, Loos, Markert, Meagher, Mulhearn, Nicoll, Reardon, Ruff, Schloss, Sheridan, Shipley, Snell, Stapleton, Van Nostrand, White, Willard; Presidents Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers; the Vice-Chairman—51.

No. 2984.

The Committee on Salaries and Offices, to which was referred on March 7, 1911 (Minutes, page 985), the annexed resolution in favor of fixing compensation of Janitors, Department of Education, respectfully

REPORTS:

That having examined the subject, it believes the proposed changes to be necessary.

It therefore recommends that the said resolution be adopted.

Whereas, The Board of Estimate and Apportionment adopted the following resolution at a meeting held March 2, 1911:

Whereas, By opinions of the Corporation Counsel, as of June 28, 1910, and July 30, 1910, the Comptroller was advised that the payment of salaries of Janitors in the Department of Education is illegal, unless such salary shall have been established under the provisions of section 56 of the Greater New York Charter; and

Whereas, The matter of adjusting the compensation of Janitors, and the fixation of their salaries under the provisions of section 56 of the Charter is now in the hands of a Special Committee of the Board of Estimate and Apportionment; therefore be it

Resolved, That pursuant to the provisions of section 56 of the Charter the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen that, pending the report of said Committee, the compensation of Janitors in the Department of Education be fixed temporarily, and until further modified, in accordance with the following list:

Temporary Assignments.

Janitor, assigned to Public School 101, Brooklyn; compensation, $1,392 per annum, less rent allowance of $221 per annum.

Janitor, assigned to Public School 14, Queens; compensation, $1,596 per annum.

Changes in Compensation.

Janitor, Public School 1, Brooklyn; present compensation, $1,140 per annum; proposed compensation, $1,548 per annum.

Janitor, Public School 82, Queens, for the care of the leased annex to said school on the grounds of the Ottilie Orphan Asylum, $300 per annum.

Transfers.

Janitor with knowledge of steam heating, from Public School 5, Queens, to Public School 101, Brooklyn; annual compensation, $1,392.

Janitor, from Public School 20, Richmond, to Public School 188, Manhattan; annual compensation, $1,800.

Janitor with knowledge of steam heating, from Public School 19, Richmond, to Public School 20, Richmond; annual compensation, $2,856.

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the compensation of said position as set forth therein.

WM. J. HEFFERNAN, JOHN J. WHITE, RALPH FOLKS, WILLIAM DRESCHER, EMANUEL MARX, FRANCIS P. BENT, FREDERICK SNELL, JOSEPH SCHLOSS, JAMES H. FINNIGAN, Committee on Salaries and Offices.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Heffernan moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Alderman Baldwin, Barton, Becker, Bolles, Boschen, Brush, Callaghan, Campbell, Carberry, Coleman, Cornell, Cunningham, Curran, Davis, Desmond, Dowling, A. S. Drescher, W. Drescher, Eichhorn, Esterbrook, Fagan, Fink, Finnigan, Folks, Grimm, Hamilton, Heffernan, Hickey, Kenneally, Kenney, Levine, Loos, Markert, Marx, Meagher, Mulhearn, Nicoll, Reardon, Ruff, Schloss, Sheridan, Shipley, Snell, Stapleton, Van Nostrand, White, Willard; Presidents Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers; the Vice-Chairman—51.

No. 3108.

The Committee on Salaries and Offices, to which was referred on March 21, 1911 (Minutes, page 1050), the annexed resolution in favor of fixing various grades of positions in Department of Water Supply, Gas and Electricity, respectfully

REPORTS:

That in so far as this resolution relates to the positions of Pilot and Foreman, no additional salary or new position is involved, it merely being a change in title. The Attendant is to replace a Policeman removed by the Police Commissioner.

The Committee recommends that the said resolution be adopted.

Whereas, The Board of Estimate and Apportionment adopted the following resolution at a meeting held March 16, 1911:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in the Department of Water Supply, Gas and Electricity of the grades of positions, in addition to those heretofore established, as follows:

Title.	Rate Per Annum.	No. of Incumbents.
Pilot	$1,200 00	1
Attendant	1,050 00	1
Foreman	1,000 00	1
Foreman	900 00	1

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salaries of said positions as set forth therein.

WM. J. HEFFERNAN, JOHN J. WHITE, RALPH FOLKS, WILLIAM DRESCHER, EMANUEL MARX, FRANCIS P. BENT, FREDERICK SNELL, JOSEPH SCHLOSS, JAMES H. FINNIGAN, Committee on Salaries and Offices.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Heffernan moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Becker, Bolles, Boschen, Brush, Callaghan, Campbell, Carberry, Coleman, Cornell, Cunningham, Curran, Davis, Desmond, Dowling, A. S. Drescher, W. Drescher, Eichhorn, Esterbrook, Fagan, Fink, Finnigan, Folks, Grimm, Hamilton, Heffernan, Hickey, Kenneally, Kenney, Levine, Loos, Markert, Marx, Meagher, Mulhearn, Nicoll, Reardon, Ruff, Schloss, Sheridan, Shipley, Snell, Stapleton, Van Nostrand, White, Willard; Presidents Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers; the Vice-Chairman—51.

No. 3109.

The Committee on Salaries and Offices, to which was referred on March 21, 1911 (Minutes, page 1050), the annexed resolution in favor of fixing grades of various positions in the Tenement House Department, respectfully

REPORTS:

That these proposed positions are for the purposes of promotion, and are intermediate grades.

The Committee recommends that the said resolution be adopted.

Whereas, The Board of Estimate and Apportionment adopted the following resolution at a meeting held March 16, 1911:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in the Tenement House Department of the grades of positions, in addition to those heretofore established, as follows:

Title.	Rate Per Annum.	No. of Incumbents.
Clerk	$600 00	Unlimited
Clerk	480 00	Unlimited
Stenographer and Book Typewriter	900 00	Unlimited
Typewriting Copyist	900 00	Unlimited

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salaries of said positions as set forth therein.

WM. J. HEFFERNAN, JOHN J. WHITE, RALPH FOLKS, WILLIAM DRESCHER, EMANUEL MARX, FRANCIS P. BENT, FREDERICK SNELL, JOSEPH SCHLOSS, JAMES H. FINNIGAN, Committee on Salaries and Offices.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Heffernan moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Becker, Bolles, Boschen, Brush, Callaghan, Campbell, Carberry, Coleman, Cornell, Cunningham, Curran, Davis, Desmond, Dowling, A. S. Drescher, W. Drescher, Eichhorn, Esterbrook, Fagan, Fink, Finnigan, Folks, Grimm, Hamilton, Heffernan, Hickey, Kenneally, Kenney, Levine, Loos, Markert, Marx, Meagher, Mulhearn, Nicoll, Reardon, Ruff, Schloss, Sheridan, Shipley, Snell, Stapleton, Van Nostrand, White, Willard; Presidents Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers; the Vice-Chairman—51.

No. 3110.

The Committee on Salaries and Offices, to which was referred on March 21, 1911 (Minutes, page 1051), the annexed resolution in favor to fix grade of Topographical Draftsman, Department of Parks, Manhattan and Richmond, at $1,500 per annum, respectfully

REPORTS:

That this resolution fixes a grade that has been filled for years but was never officially established. There is no change in salary.

The Committee recommends that the said resolution be adopted.

Whereas, The Board of Estimate and Apportionment adopted the following resolution at a meeting held March 16, 1911:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in the Department of Parks, Boroughs of Manhattan and Richmond, of the grade of position, in addition to those heretofore established, as follows:

Title.	Rate Per Annum.	No. of Incumbents.
Topographical Draftsman	$1,500 00	1

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salary of said position as set forth therein.

WM. J. HEFFERNAN, JOHN J. WHITE, RALPH FOLKS, WILLIAM DRESCHER, EMANUEL MARX, FRANCIS P. BENT, FREDERICK SNELL, JOSEPH SCHLOSS, JAMES H. FINNIGAN, Committee on Salaries and Offices.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Heffernan moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Becker, Bolles, Boschen, Brush, Callaghan, Campbell, Carberry, Coleman, Cornell, Cunningham, Curran, Davis, Desmond, Dowling, A. S. Drescher, W. Drescher, Eichhorn, Esterbrook, Fagan, Fink, Finnigan, Folks, Grimm, Hamilton, Heffernan, Hickey, Kenneally, Kenney, Levine, Loos, Markert, Marx, Meagher, Mulhearn, Nicoll, Reardon, Ruff, Schloss, Sheridan, Shipley, Snell, Stapleton, Van Nostrand, White, Willard; Presidents Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers; the Vice-Chairman—51.

No. 3112.

The Committee on Salaries and Offices, to which was referred on March 21, 1911 (Minutes, page 1052), the annexed resolution in favor of fixing grade of Cleaner, Department of Education, at $420 per annum, respectfully

REPORTS:

That this resolution, the Committee is informed, covers positions in schools in Richmond and Queens, where the Janitors are not employed on the area system.

The Committee recommends that the said resolution be adopted.

Whereas, The Board of Estimate and Apportionment adopted the following resolution at a meeting held March 16, 1911:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment, as of January 1, 1911, in the Department of Education of the grade of position in addition to those heretofore established, as follows:

Title.	Rate Per Annum.	No. of Incumbents.
Cleaner	$420 00	Unlimited

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salary of said position as set forth therein.

WM. J. HEFFERNAN, JOHN J. WHITE, RALPH FOLKS, WILLIAM DRESCHER, SAMUEL MARX, FRANCIS P. BENT, FREDERICK SNELL, JAMES H. FINNIGAN, JOSEPH SCHLOSS, Committee on Salaries and Offices.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Heffernan moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Becker, Bolles, Boschen, Brush, Callaghan, Campbell, Carberry, Coleman, Cornell, Cunningham, Curran, Davis, Desmond, Dowling, A. S. Drescher, W. Drescher, Eichhorn, Esterbrook, Fagan, Fink, Finnigan, Folks, Grimm, Hamilton, Heffernan, Hickey, Kenneally, Kenney, Levine, Loos, Markert, Marx, Meagher, Mulhearn, Nicoll, Reardon, Ruff, Schloss, Sheridan, Shipley, Snell, Stapleton, Van Nostrand, White, Willard; Presidents Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers; the Vice-Chairman—51.

No. 3113.

The Committee on Salaries and Offices, to which was referred on March 21, 1911 (Minutes, page 1053), the annexed resolution establishing position of Clerk at $300, Office of President, Borough of The Bronx, respectfully

REPORTS:

That this resolution fixes a grade at which to start youths who seek admission to the City service.

The Committee recommends that the said resolution be adopted.

Whereas, The Board of Estimate and Apportionment adopted the following resolution at a meeting held March 16, 1911:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in the office of the President of the Borough of The Bronx of the grade of position, in addition to those heretofore established, as follows:

Title.	Rate Per Annum.	No. of Incumbents.
Clerk	$300 00	Unlimited

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salary of said position as set forth therein.

WM. J. HEFFERNAN, JOHN J. WHITE, RALPH FOLKS, WILLIAM DRESCHER, SAMUEL MARX, FRANCIS P. BENT, FREDERICK SNELL, JAMES H. FINNIGAN, JOSEPH SCHLOSS, Committee on Salaries and Offices.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Heffernan moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Becker, Bolles, Boschen, Brush, Callaghan, Campbell, Carberry, Coleman, Cornell, Cunningham, Curran, Davis, Desmond, Dowling, A. S. Drescher, W. Drescher, Eichhorn, Esterbrook, Fagan, Fink, Finnigan, Folks, Grimm, Hamilton, Heffernan, Hickey, Kenneally, Kenney, Levine, Loos, Markert, Marx, Meagher, Mulhearn, Nicoll, Reardon, Ruff, Schloss, Sheridan, Shipley, Snell, Stapleton, Van Nostrand, White, Willard; Presidents Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers; the Vice-Chairman—51.

No. 3114.

The Committee on Salaries and Offices, to which was referred on March 21, 1911 (Minutes, page 1053), the annexed resolution in favor of fixing grades of positions under Municipal Civil Service Commission, respectfully

REPORTS:

That, having examined the subject, it believes the proposed grades to be necessary to carry on the largely increased work of this Department, and it, therefore, recommends that the said resolution be adopted.

Whereas, The Board of Estimate and Apportionment adopted the following resolution at a meeting held March 16, 1911:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in the office of the Municipal Civil Service Commission of the grades of positions, in addition to those heretofore established, as follows:

Title.	Rate Per Annum.	No. of Incumbents.
Clerk	$1,650 00	1
Clerk	1,050 00	1
Examiner	2,100 00	2

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salaries of said positions as set forth therein.

WM. J. HEFFERNAN, JOHN J. WHITE, RALPH FOLKS, WILLIAM DRESCHER, SAMUEL MARX, FRANCIS P. BENT, FREDERICK SNELL, JAMES H. FINNIGAN, JOSEPH SCHLOSS, Committee on Salaries and Offices.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Heffernan moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Becker, Bolles, Boschen, Brush, Callaghan, Campbell, Carberry, Coleman, Cornell, Cunningham, Curran, Davis, Desmond, Dowling, A. S. Drescher, W. Drescher, Eichhorn, Esterbrook, Fagan, Fink, Finnigan, Folks, Grimm, Hamilton, Heffernan, Hickey, Kenneally, Kenney, Levine, Loos, Markert, Marx, Meagher, Mulhearn, Nicoll, Reardon, Ruff, Schloss, Sheridan, Shipley, Snell, Stapleton, Van Nostrand, White, Willard; Presidents Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers; the Vice-Chairman—51.

No. 3115.

The Committee on Salaries and Offices, to which was referred on March 21, 1911 (Minutes, page 1054), the annexed resolution in favor of establishing grade of Clerk in Office of County Clerk of Kings County at $1,200 per annum, respectfully

REPORTS:

That, having examined the subject, it believes the proposed grade to be necessary to enable the office to keep up the record of marriage licenses.

The Committee recommends that the said resolution be adopted.

Whereas, The Board of Estimate and Apportionment adopted the following resolution at a meeting held March 16, 1911:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the

Board of Aldermen the establishment, in the office of the County Clerk of Kings County, of the grade of position, in addition to those heretofore established, as follows:

Title.	Rate Per Annum.	No. of Incumbents.
Clerk	$1,200 00	1

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salary of said position as set forth therein.

WM. J. HEFFERNAN, JOHN J. WHITE, RALPH FOLKS, WILLIAM DRESCHER, SAMUEL MARX, FRANCIS P. BENT, FREDERICK SNELL, JAMES H. FINNIGAN, JOSEPH SCHLOSS, Committee on Salaries and Offices.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Heffernan moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Becker, Bolles, Boschen, Brush, Callaghan, Campbell, Carberry, Coleman, Cornell, Cunningham, Curran, Davis, Desmond, Dowling, A. S. Drescher, W. Drescher, Eichhorn, Esterbrook, Fagan, Fink, Finnigan, Folks, Grimm, Hamilton, Heffernan, Hickey, Kenneally, Kenney, Levine, Loos, Markert, Marx, Meagher, Mulhearn, Nicoll, Reardon, Ruff, Schloss, Sheridan, Shipley, Snell, Stapleton, Van Nostrand, White, Willard; Presidents Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers; the Vice-Chairman—51.

No. 3116.

The Committee on Salaries and Offices, to which was referred on March 21, 1911 (Minutes, page 1054), the annexed resolution in favor of fixing grade of position of Elevator Attendant, Department of Education, at $900 per annum, respectfully

REPORTS:

That, having examined the subject, it believes the proposed grade to be necessary, and it, therefore, recommends that the said resolution be adopted.

Whereas, The Board of Estimate and Apportionment adopted the following resolution at a meeting held March 16, 1911:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in the Department of Education of the grade of position, in addition to those heretofore established, as follows:

Title.	Rate Per Annum	Number of Incumbents.
Elevator Attendant	$900 00	Unlimited.

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salary of said position as set forth therein.

WM. J. HEFFERNAN, JOHN J. WHITE, RALPH FOLKS, WILLIAM DRESCHER, SAMUEL MARX, FRANCIS P. BENT, FREDERICK SNELL, JAMES H. FINNIGAN, JOSEPH SCHLOSS, Committee on Salaries and Offices.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Heffernan moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Becker, Bolles, Boschen, Brush, Callaghan, Campbell, Carberry, Coleman, Cornell, Cunningham, Curran, Davis, Desmond, Dowling, A. S. Drescher, W. Drescher, Eichhorn, Esterbrook, Fagan, Fink, Finnigan, Folks, Grimm, Hamilton, Heffernan, Hickey, Kenneally, Kenney, Levine, Loos, Markert, Marx, Meagher, Mulhearn, Nicoll, Reardon, Ruff, Schloss, Sheridan, Shipley, Snell, Stapleton, Van Nostrand, White, Willard; Presidents Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers; the Vice-Chairman—51.

No. 3163.

The Committee on Salaries and Offices, to which was referred on March 28, 1911 (Minutes, page 1087), the annexed resolution in favor of establishing positions of Auto-truck Driver and Cleaner in Department of Education, respectfully

REPORTS.

That, this resolution covers three increases of $150 each.

The Committee recommends that the said resolution be adopted.

Whereas, The Board of Estimate and Apportionment adopted the following resolution at a meeting held March 23, 1911:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in the Department of Education of the grades of positions, in addition to those heretofore established, as follows:

Title.	Rate Per Annum.	Number of Incumbents.
Auto-truck Driver	$1,050 00	1
Cleaner	900 00	1
Cleaner	750 00	2

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salaries of said positions as set forth therein.

WM. J. HEFFERNAN, JOHN J. WHITE, RALPH FOLKS, WILLIAM DRESCHER, SAMUEL MARX, FRANCIS P. BENT, FREDERICK SNELL, JOSEPH SCHLOSS, JAMES H. FINNIGAN, Committee on Salaries and Offices.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Heffernan moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Becker, Bolles, Boschen, Brush, Callaghan, Campbell, Carberry, Coleman, Cornell, Cunningham, Curran, Davis, Desmond, Dowling, A. S. Drescher, W. Drescher, Eichhorn, Esterbrook, Fagan, Fink, Finnigan, Folks, Grimm, Hamilton, Heffernan, Hickey, Kenneally, Kenney, Levine, Loos, Markert, Marx, Meagher, Mulhearn, Nicoll, Reardon, Ruff, Schloss, Sheridan, Shipley, Snell, Stapleton, Van Nostrand, White, Willard; Presidents Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers; the Vice-Chairman—51.

No. 3164.

The Committee on Salaries and Offices, to which was referred on March 28, 1911 (Minutes, page 1088), the annexed resolution in favor of fixing grade of position of Plumber in City departments at $5.50 per annum, respectfully

REPORTS.

That the Committee, being informed that this is the prevailing rate of wages for this trade, recommends that the said resolution be adopted.

Whereas, The Board of Estimate and Apportionment adopted the following resolution at a meeting held March 23, 1911:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in City departments of the grade of position, in addition to those heretofore established, as follows:

Title.	Rate Per Diem.	Number of Incumbents.
Plumber	$5 50	Unlimited.

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salary of said position as set forth therein.

WM. J. HEFFERNAN, JOHN J. WHITE, RALPH FOLKS, WILLIAM DRESCHER, SAMUEL MARX, FRANCIS P. BENT, FREDERICK SNELL, JOSEPH SCHLOSS, JAMES H. FINNIGAN, Committee on Salaries and Offices.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Heffernan moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Becker, Bolles, Boschen, Brush, Callaghan, Campbell, Carberry, Coleman, Cornell, Cunningham, Curran, Davis, Desmond, Dowling, A. S. Drescher, W. Drescher, Eichhorn, Esterbrook, Fagan, Fink, Finnigan, Folks, Grimm, Hamilton, Heffernan, Hickey, Kenneally, Kenney, Levine, Loos, Markert, Marx, Meagher, Mulhearn, Nicoll, Reardon, Ruff, Schloss, Sheridan, Shipley, Snell, Stapleton, Van Nostrand, White, Willard; Presidents Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers; the Vice-Chairman—51.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Becker, Bolles, Boschen, Brush, Callaghan, Campbell, Carberry, Coleman, Cornell, Cunningham, Curran, Davis, Desmond, Dowling, A. S. Drescher, W. Drescher, Eichhorn, Esterbrook, Fagan, Fink, Finnigan, Folks, Grimm, Hamilton, Heffernan, Hickey, Kenneally, Kenney, Levine, Loos, Markert, Marx, Meagher, Mulhearn, Nicoll, Reardon, Ruff, Schloss, Sheridan, Shipley, Snell, Stapleton, Van Nostrand, White, Willard; Presidents Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers; the Vice-Chairman—51.

No. 3165.

The Committee on Salaries and Offices, to which was referred on March 28, 1911 (Minutes, page 1089), the annexed resolution in favor of fixing salaries of Janitors Department of Education, respectfully

REPORTS:

That, having examined the subject, it believes the proposed changes to be necessary. It, therefore, recommends that the said resolution be adopted.

Whereas, The Board of Estimate and Apportionment adopted the following resolution at a meeting held March 23, 1911:

Whereas, By opinions of the Corporation Counsel, as of June 28, 1910, and July 30, 1910, the Comptroller was advised that the payment of salaries of Janitors in the Department of Education is illegal, unless such salary shall have been established under the provisions of section 56 of the Greater New York Charter; and

Whereas, The matter of adjusting the compensation of Janitors and the fixation of their salaries under the provisions of section 56 of the Charter is now in the hands of a Special Committee of the Board of Estimate and Apportionment; therefore be it

Resolved, That, pursuant to the provisions of section 56 of the Charter, the Board of Estimate and Apportionment hereby recommends to the Board of Aldermen that, pending the report of said Committee, the compensation of Janitors in the Department of Education be fixed temporarily, and until further modified, in accordance with the following list:

Transfers—Janitor-Engineer, from Public School 68 (new), Queens, to Public School 85, Brooklyn, annual compensation $4,080; Janitor, from Public School 68 (old), Queens, to Public School 68 (new), Queens, annual compensation $2,256; Janitor, from Public School 85, Brooklyn, to Public School 68 (old), Queens, annual compensation $816.

Temporary Assignments—Janitor assigned to Public School 19, Richmond, compensation $1,200 per annum, less rent allowance $221 per annum; Janitor, assigned to Public School 5, Queens, compensation $70 per month.

Changes in Compensation—Janitor, Public School 162, Brooklyn, present compensation $3,420 per annum, proposed compensation $3,900 per annum (on account of additional rooms occupied for school purposes).

Janitor, Public School 2, Manhattan, for clearing the snow and ice from the sidewalks of the school site at Cherry, Clinton and Water streets, $15.

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the compensation of said positions as set forth therein.

WM. J. HEFFERNAN, JOHN J. WHITE, RALPH FOLKS, WILLIAM DRESCHER, SAMUEL MARX, FRANCIS P. BENT, FREDERICK SNELL, JOSEPH SCHLOSS, JAMES H. FINNIGAN; Committee on Salaries and Offices.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Heffernan moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Becker, Bolles, Boschen, Brush, Callaghan, Campbell, Carberry, Coleman, Cornell, Cunningham, Curran, Davis, Desmond, Dowling, A. S. Drescher, W. Drescher, Eichhorn, Esterbrook, Fagan, Fink, Finnigan, Folks, Grimm, Hamilton, Heffernan, Hickey, Kenneally, Kenney, Levine, Loos, Markert, Marx, Meagher, Mulhearn, Nicoll, Reardon, Ruff, Schloss, Sheridan, Shipley, Snell, Stapleton, Van Nostrand, White, Willard; Presidents Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers; the Vice-Chairman—51.

No. 3166.

The Committee on Salaries and Offices, to which was referred on March 28, 1911 (Minutes, page 1090), the annexed resolution in favor of fixing grade of position of Axeman, Department of Parks, The Bronx, at $780 per annum, respectfully

REPORTS:

That, this resolution fixes a grade which has been operative for several years but has never been officially established. The Committee recommends that the said resolution be adopted.

Whereas, The Board of Estimate and Apportionment adopted the following resolution at a meeting held March 23, 1911:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in the Department of Parks, Borough of The Bronx, of the grade of position, in addition to those heretofore established, as follows:

Title.	Rate per Annum.	Number of Incumbents.
Axeman	$780 00	3

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salary of said position as set forth therein.

WM. J. HEFFERNAN, JOHN J. WHITE, RALPH FOLKS, WILLIAM DRESCHER, SAMUEL MARX, FRANCIS P. BENT, FREDERICK SNELL, JAMES H. FINNIGAN, JOSEPH SCHLOSS; Committee on Salaries and Offices.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Heffernan moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Becker, Bolles, Boschen, Brush, Callaghan, Campbell, Coleman, Cornell, Cunningham, Curran, Davis, Delaney, Desmond, Dowling, A. S. Drescher, W. Drescher, Eichhorn, Esterbrook, Fagan, Fink, Finnigan, Folks, Godwin, Grimm, Hamilton, Heffernan, Hickey, Kenney, Levine, Loos, McCann, Markert, Marx, Meagher, Mulhearn, Nicoll, Reardon, Ruff, Schloss, Sheridan, Shipley, Smith, Snell, Stapleton, Volkmann, Van Nostrand, Weston, White, Willard; Presidents Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers—54.

No. 3111.

The Committee on Salaries and Offices, to which was referred on March 21, 1911 (Minutes, page 1051), the amended resolution in favor of fixing grade of position of Inspector of Regulating, Grading and Paving under President, Borough of Brooklyn, respectfully

REPORTS:

That, this resolution provides for an increase of $150 in the salary of an employee of long service. The Committee recommends that the said resolution be adopted.

Whereas, The Board of Estimate and Apportionment adopted the following resolution at a meeting held March 16, 1911:

Resolved, That the Board of Estimate and Apportionment, pursuant to the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment in the office of the President of the Borough of Brooklyn, of the grade of position, in addition to those heretofore established, as follows:

Title.	Rate Per Annum.	No. of Incumbents.
Inspector of Regulating, Grading and Paving	$1,650 00	1

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salary of said position as set forth therein.

WM. J. HEFFERNAN, JAMES H. FINNIGAN, WILLIAM DRESCHER, JOHN J. WHITE, SAMUEL MARX, WM. C. TOWEN, JOSEPH SCHLOSS; Committee on Salaries and Offices.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Heffernan moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Becker, Callaghan, Campbell, Carberry, Coleman, Cornell, Cunningham, Curran, Davis, Delaney, Desmond, Diemer, Dowling, Downing, A. S. Drescher, W. Drescher, Dujat, Ehntholt, Eichhorn, Fagan, Folks, Gaynor, Grimm, Hamilton, Heffernan, Hickey, Kenneally, Kenney, Levine, Loos, McAleer, McCann, Marx, Meagher, Morrison, Mulhearn, Nicoll, Nugent, Potter, Reardon, Ruff, Schloss, Sheridan, Shipley, Snell, Stapleton, Towen, Volkmann, Van Nostrand, Wendel, Weston, White, Willard; Presidents Cromwell, Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers, McAneny; the Vice-Chairman—61.

Nos. 3015, 3092, 3133, 3137, 3197 and 3212.

The Committee on Salaries and Offices, to which was referred on various dates, 1911, the annexed resolutions in favor of appointing various persons City Surveyors, respectfully

REPORTS:

That, these applicants having filed the customary letters of reference as to character and ability, the Committee recommends that the accompanying substitute resolution be adopted.

Resolved, That the following named persons be and they are hereby appointed City Surveyors:

Frederick Hendrickson, of 156 McDougall st., Borough of Brooklyn;
Carl H. Nordell, of Woodbine lane, Far Rockaway, in the Borough of Queens;
William C. Lathrope, of 424 East 157th st., in the Borough of The Bronx;
James R. Birkett, of 567 Madison st., in the Borough of Brooklyn;
Edward S. Becker, of 832 Tinton ave., in the Borough of The Bronx;
John R. Donohue, of 41 Broad st., Stapleton, in the Borough of Richmond.

Resolved, That Frederick Hendrickson be and he is hereby appointed a City Surveyor.

Resolved, That Carl H. Nordell, of Woodbine lane, Far Rockaway, in the Borough of Queens, be and he is hereby appointed a City Surveyor.

Resolved, That William C. Lathrope, of 424 East 157th st., in the Borough of The Bronx, be and he is hereby appointed a City Surveyor.

Resolved, That James R. Birkett, of 567 Madison st., in the Borough of Brooklyn be and he is hereby appointed a City Surveyor.

Resolved, That Edward S. Becker, of 832 Tinton ave., in the Borough of The Bronx, be and he is hereby appointed a City Surveyor.

Resolved, That John R. Donohue, of 41 Broad st., Stapleton, in the Borough of Richmond, be and he is hereby appointed a City Surveyor.

WM. H. HEFFERNAN, JOHN J. WHITE, RALPH FOLKS, WILLIAM DRESCHER, SAMUEL MARX, FRANCIS P. BENT, FREDERICK SNELL, JAMES H. FINNIGAN, JOSEPH SCHLOSS; Committee on Salaries and Offices.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Heffernan moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Becker, Bolles, Boschen, Brush, Callaghan, Campbell, Carberry, Coleman, Cornell, Cunningham, Curran, Davis, Desmond, Dowling, A. S. Drescher, W. Drescher, Eichhorn, Esterbrook, Fagan, Fink, Finnigan, Folks, Grimm, Hamilton, Heffernan, Hickey, Kenneally, Kenney, Levine, Loos, Markert, Marx, Meagher, Mulhearn, Nicoll, Reardon, Ruff, Schloss, Sheridan, Shipley, Snell, Stapleton, Van Nostrand, White, Willard; Presidents Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers; the Vice-Chairman—51.

Reports of Committee on Finance—

No. 2730.

The Committee on Finance, to which was referred on March 14, 1911 (Minutes, page 1028), the annexed report in favor of an issue of $7,563.38 special revenue bonds for additional help at Queens County Court House, respectfully

REPORTS:

That, at the request of Alderman Ehntholt, it recommends that the said report and resolution be placed on file.

FRANK L. DOWLING, WM. P. KENNEALLY, FRANCIS P. KENNEY, CHARLES P. COLE, THOMAS J. McALEER, DANIEL EHNTHOLT, JOHN DIEMER, WILLIAM J. HEFFERNAN, Committee on Finance.

The Committee on Finance, to which was referred on January 31, 1911 (Minutes, page 663), a request from the President, Borough of Queens, asking for $10,084.50 special revenue bonds for additional help required to care for the new Queens County Court House, respectfully

REPORTS:

That, having examined the subject, it believes the proposed appropriation to be necessary. The details thereof are set forth in the letter of request. Application was made in the tentative Budget for this amount, but a reduction of 10 per cent. was demanded and this amount was deducted. Inasmuch as this issue could not be granted in the regular course of procedure until about April 1, 1911, the Committee has reduced the amount 25 per cent. The Committee recommends that the accompanying resolution be adopted.

Resolved, That in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and it is hereby requested to authorize the Comptroller to issue special revenue bonds to the amount of seven thousand five hundred and sixty-three dollars and thirty-eight cents ($7,563.38), the proceeds whereof to be used by the President, Borough of Queens, for the purpose of paying salaries and wages of additional help required to care for the new Queens County Court House during 1911.

FRANK L. DOWLING, WM. J. HEFFERNAN, JOHN F. WALSH, THOMAS J. McALEER, DANIEL EHNTHOLT, CHAS. P. COLE, FRANCIS P. KENNEY, MICHAEL STAPLETON, Committee on Finance.

Which report was accepted.

No. 3106.

The Committee on Finance, to which was referred on March 21, 1911 (Minutes, page 1048), the annexed ordinance in favor of an issue of $10,000 corporate stock for the Building Bureau, Department of Education, respectfully

REPORTS:

That, having examined the subject, it believes the proposed issue to be necessary to properly carry on the work of the Department. Attached is a letter from the Superintendent of School Buildings explanatory of this issue.

The Committee recommends that the said ordinance be adopted.

Department of Education, City of New York, Building Bureau, Park Ave. and 59th St., Borough of Manhattan, March 31, 1911.

Mr. P. J. SCULLY, City Clerk:

Dear Sir—The following is a copy of resolution adopted by the Board of Education on December 28, 1910, which is now before the Finance Committee of the Board of Aldermen:

Mr. Greene, on behalf of the Committee on Finance, offered the following:

"Resolved, That the Board of Estimate and Apportionment be and it is hereby respectfully requested to authorize the issue of corporate stock to the amount of ten thousand dollars ($10,000) for surveys, borings, drafting supplies, etc.

"Adopted."

It is impossible for us to state in detail just how this $10,000 will be spent, but the last issue of $5,000, which was given us in June, 1910, was spent as follows:

Bond Issue of June 3, 1910. Contingencies, $5,000—

Printing specifications	$1,807 77
Drafting materials and blue prints	1,665 74
Photographic materials	203 22
Surveys	332 34
Borings	949 08
Maps	30 00
	$4,988 15

It is probable that the $10,000 requested will be spent in about the same proportion. Very truly yours,

C. B. J. SNYDER, Superintendent of School Buildings.

AN ORDINANCE providing for an issue of corporate stock in the sum of ten thousand dollars ($10,000), to provide means for surveys, borings, drafting supplies, etc., for the Building Bureau of the Department of Education.

Be it Ordained by the Board of Aldermen of The City of New York as follows:

Section 1. The Board of Aldermen hereby approves of and concurs in the following resolution adopted by the Board of Estimate and Apportionment March 16, 1911, and authorizes the Comptroller to issue corporate stock of The City of New York to the amount and for the purposes therein specified:

Resolved, That, pursuant to the provisions of section 47 of the Greater New York Charter, as amended, the Board of Estimate and Apportionment hereby approves of the issue of corporate stock of The City of New York to an amount not exceeding ten thousand dollars ($10,000), to provide means for surveys, borings, drafting supplies, etc., for the Building Bureau of the Department of Education, and when authority therefor shall have been obtained from the Board of Aldermen the Comptroller be and is hereby authorized to issue corporate stock of The City of New York in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding ten thousand dollars ($10,000), the proceeds whereof to be applied to the purposes aforesaid.

FRANK L. DOWLING, WM. P. KENNEALLY, FRANCIS P. KENNEY, CHARLES P. COLE, THOMAS J. McALEER, DANIEL EHNTHOLT, JOHN DIEMER, WILLIAM J. HEFFERNAN, MICHAEL STAPLETON, Committee on Finance.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Dowling moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said ordinance.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Becker, Boschen, Brush, Callaghan, Campbell, Carberry, Curran, Davis, Delaney, Desmond, Dowling, A. S. Drescher, W. Drescher, Dujat, Eichhorn, Esterbrook, Folks, Godwin, Hannon, Heffernan, Hickey, Kenneally, Kenney, Loos, McAleer, McCann, Markert, Marx, Meagher, Morrison, Nicoll, Reardon, Ruff, Snell, Stapleton, Volkmann, Van Nostrand, Weston, Willard; Presidents Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers—44.

No. 3167.

The Committee on Finance, to which was referred on March 28, 1911 (Minutes, page 1090), the annexed ordinance in favor of an issue of $170,495 corporate stock awards and interest in matter of acquisition of lands at Ave. A, 1st Ave., 59th and 60th sts, Manhattan, for bridge purposes, respectfully

REPORTS:

That, having examined the subject, it believes the proposed issue to be necessary to pay awards made by order of the Supreme Court.

It, therefore, recommends that the said ordinance be adopted.

AN ORDINANCE providing for an issue of corporate stock in the sum of one hundred and seventy thousand four hundred and ninety-five dollars ($170,495), for the payment of the awards and the interest thereon in the matter of acquiring title to certain lands in the block bounded by Avenue A and 1st ave., 59th and 60th sts., and in the block bounded by 1st ave. and 2d ave., 59th and 60th sts., in the Borough of Manhattan, duly selected for bridge purposes.

Be it Ordained by the Board of Aldermen of The City of New York as follows:

Section 1. The Board of Aldermen hereby approves of and concurs in the following resolution, adopted by the Board of Estimate and Apportionment March 23, 1911, and authorizes the Comptroller to issue corporate stock of The City of New York, to the amount and for the purposes therein specified:

Resolved, That, pursuant to the provisions of section 47 of the Greater New York Charter, as amended, the Board of Estimate and Apportionment hereby approves of the issue of corporate stock of The City of New York, to an amount not exceeding one hundred and seventy thousand four hundred and ninety-five dollars ($170,495), for the purpose of providing means for the payment of the awards and the interest thereon, in the matter of acquiring title to certain lands in the block bounded by Avenue A and 1st ave., 59th and 60th sts., and in the block bounded by 1st ave. and 2d ave., 59th and 60th sts., in the Borough of Manhattan, duly selected for bridge purposes according to law, and that when authority therefor shall have been obtained from the Board of Aldermen, the Comptroller is authorized to issue corporate stock of The City of New York in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding one hundred and seventy thousand four hundred and ninety-five dollars ($170,495), the proceeds whereof to be applied to the purposes aforesaid.

FRANK L. DOWLING, WM. P. KENNEALLY, FRANCIS P. KENNEY, CHARLES P. COLE, THOMAS J. McALEER, DANIEL EHNTHOLT, JOHN DIEMER, WILLIAM J. HEFFERNAN, Committee on Finance.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Dowling moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said ordinance.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Becker, Boschen, Brush, Callaghan, Campbell, Carberry, Curran, Davis, Delaney, Desmond, Dowling, A. S. Drescher, W. Drescher, Dujat, Eichhorn, Esterbrook, Folks, Godwin, Hannon, Heffernan, Hickey, Kenneally, Kenney, Loos, McAleer, McCann, Markert, Marx, Meagher, Morrison, Nicoll, Reardon, Ruff, Snell, Stapleton, Volkmann, Van Nostrand, Weston, Willard; Presidents Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers—44.

No. 3168.

The Committee on Finance, to which was referred on March 28, 1911 (Minutes, page 1091), the annexed ordinance in favor of an issue of $2,500 corporate stock for dormitory at Farm Colony, Richmond, respectfully

REPORTS:

That, having examined the subject, it believes the proposed change to be necessary. This is merely an amendment allowing the Department of Public Charities to use an appropriation for fittings which was originally made for construction.

The Committee recommends that the said ordinance be adopted.

Resolved, That the Board of Aldermen hereby approves of and concurs in the following amended resolution adopted by the Board of Estimate and Apportionment March 23, 1911

Resolved, That, subject to the concurrence herewith by the Board of Aldermen, the resolution adopted by the Board of Estimate and Apportionment on June 3, 1910, and adopted by the Board of Aldermen on June 28, 1910, as follows:

"Resolved, That, pursuant to the provisions of section 47 of the Greater New York Charter, as amended, the Board of Estimate and Apportionment hereby approves of the issue of corporate stock of The City of New York, to an amount not exceeding two thousand five hundred dollars ($2,500), for the purpose of providing furnishings and fixtures for new employees' dormitory, New York City Farm Colony, Borough of Richmond, under the jurisdiction of the Department of Public Charities, and that when authority therefor shall have been obtained from the Board of Aldermen, the Comptroller is authorized to issue corporate stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding two thousand five hundred dollars ($2,500), the proceeds whereof to be applied to the purposes aforesaid,"

—be and the same is hereby amended to read as follows:

Resolved, That, pursuant to the provisions of section 47 of the Greater New York Charter, as amended, the Board of Estimate and Apportionment hereby approves of the issue of corporate stock of The City of New York to an amount not exceeding two thousand five hundred dollars ($2,500), for the purpose of providing furnishings and fixtures for dormitory, New York City Farm Colony, Borough of Richmond, under the jurisdiction of the Department of Public Charities, and that when authority therefor shall have been obtained from the Board of Aldermen, the Comptroller is authorized to issue corporate stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding two thousand five hundred dollars ($2,500), the proceeds whereof to be applied to the purposes aforesaid.

FRANK L. DOWLING, WM. P. KENNEALLY, FRANCIS P. KENNEY, CHARLES P. COLE, THOMAS J. McALEER, DANIEL EHNTHOLT, JOHN DIEMER, WM. J. HEFFERNAN, MICHAEL STAPLETON, Committee on Finance.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Dowling moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Becker, Boschen, Brush, Callaghan, Campbell, Carberry, Curran, Davis, Delaney, Desmond, Dowling, A. S. Drescher, W. Drescher, Dujat, Eichhorn, Esterbrook, Folks, Godwin, Hannon, Heffernan, Hickey, Kenneally, Kenney, Loos, McAleer, McCann, Markert, Marx, Meagher, Morrison, Nicoll, Reardon, Ruff, Snell, Stapleton, Volkmann, Van Nostrand, Weston, Willard; Presidents Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers—44.

No. 2691—(G. O. No. 110).

The Committee on Finance, to which was referred on January 24, 1911 (Minutes, page 612), the annexed resolution in favor of an issue of $19,000 Special Revenue Bonds for furniture, fittings, etc., for Bureaus of Water Register, Department of Water Supply, Gas and Electricity, respectfully

REPORTS:

That, having examined the subject, it believes the proposed improvements to be necessary, so that the valuable records of this Department may be properly protected. Detailed statements showing the manner in which this amount is to be expended are hereto attached. These supplies are to be procured by public letting. The Committee recommends that the said resolution be adopted.

Department of Water Supply, Gas and Electricity.

Borough of Manhattan, List of Furniture and Fittings.

5 Burroughs adding machines, 15 Bank, at $668.12	$3,340 60
500 metal binders, meter reading sheets, at 75 cents	375 00
Exchange of typewriters	360 00
Exchange of adding machines	112 00
Rewiring and arranging electric lights	350 00
1 adding machine	409 10
12 revolving chairs, at $10	120 00
4 typewriter chairs, at $6	24 00
1 typewriter	90 00
Moving of present furniture and fixtures	125 00
	$5,305 70

Borough of The Bronx, List of Furniture and Fittings.

12 letter files (10 drawer), steel, at $60	$720 00
12 flat-top steel desks, at $58	696 00
4 bookkeepers' steel desks, at $125	500 00
2 typewriters' steel desks, 11D at $65	130 00
14 book cabinets, steel (6 books), at $38	532 00
1 Bundy time recording clock	111 50
200 metal binders for Inspectors' meter reading sheets	150 00
1 Hyde map, 24th Ward Annex	40 00
3 Remington typewriters (exchange)	210 00
1 adding machine	409 10
2 cabinets, steel, Inspection Division	400 00
2 cabinets, steel, Meter Setting Division	400 00
6 cabinets, steel, meter reading binders, Control Division	240 00
7 map cabinets, steel, at $90	630 00
4 legal files, steel, at $37	148 00
2 adding machine steel cabinets	70 00
Providing tax maps	300 00
	$5,686 60

Borough of Queens, List of Furniture and Fittings.

10 flat-top steel desks, at $58	$580 00
3 adding machine cabinets, steel, at $35	105 00
10 book cabinets (6 books), steel, at $38	380 00
11 letter files (10 drawer), steel, at $60	660 00
4 Inspectors' book cabinets, steel, at $40	160 00
2 files for Meter Setting Division, steel	400 00
1 file for Inspection Division, steel	200 00
1 stenographer's desk, steel, 11D	65 00
5 map cabinets, steel	250 00
3 Remington typewriters exchanged	180 00
Tax Maps (22 Vol.)	400 00
200 metal binders, meter reading sheets	150 00
1 adding machine	409 10
4 cabinets, meter reading binders, steel	160 00
4 legal files, steel	148 00
	$4,247 10

Borough of Richmond, List of Furniture and Fittings.

2 bookkeepers' desks, steel	$250 00
12 legal files, steel, at $37	444 00
7 flat-top desks, steel, at $58	416 00
2 stenographers' desks, steel, 11D, at $65	130 00
3 adding machine cabinets, at $35	105 00
5 book cabinets, steel, at $44	220 00
4 letter files (10 drawer), steel, at $60	240 00
2 Inspectors' book cabinets, at $40	80 00
2 sections of steel shelving	100 00
2 file cabinets, Inspection Division, steel	400 00
3 map cabinets, steel (7 maps)	150 00
5 wardrobes, steel, at $60	300 00
Change in electric lights	150 00
2 typewriters exchanged	120 00
150 metal binders, meter reading sheets, at $75	112 50
	$3,217 50

Resolved, That in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate andn Apportionment be and it is hereby requested to authorize the Comptroller to issue special revenue bonds to the amount of nineteen thousand dollars ($19,000), the proceeds whereof to be used by the Department of Water Supply, Gas and Electricity for the purpose of purchasing furniture and fittings for the Bureaus of Water Register, Department of Water Supply, Gas and Electricity, Boroughs of Manhattan, The Bronx, Queens and Richmond.

FRANK L. DOWLING, WM. P. KENNEALLY, FRANCIS P. KENNEY, CHARLES P. COLE, THOMAS J. McALEER, DANIEL EHNTHOLT, JOHN DIEMER, WM. J. HEFFERNAN, Committee on Finance.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Dowling moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the negative by the following vote, three-fourths of all the members failing to vote in favor thereof:

Affirmative—Aldermen Baldwin, Barton, Becker, Boschen, Callaghan, Campbell, Carberry, Cole, Cornell, Cunningham, Curran, Davis, Delaney, Desmond, Dowling, A. S. Drescher, W. Drescher, Dujat, Ehntholt, Fagan, Fink, Finley, Finnigan, Godwin, Hannon, Heffernan, Hickey, Kenneally, Kenney, Levine, Loos, McAleer, McCann, Marx, Meagher, Nicoll, Nugent, Potter, Reardon, Ruff, Sheridan, Shipley, Smith, Snell, Stapleton, Towen, Volkmann, Van Nostrand, Wendel, White; Presidents Cromwell, Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers, McAneny; the Vice-Chairman—56.

Negative—Aldermen Coleman, Eichhorn and Morrison—3.

On motion of Alderman Dowling, the above vote was reconsidered, and the paper was placed on the list of General Orders.

No. 2934.

The Committee on Finance, to which was referred on February 28, 1911 (Minutes page 948), a request from the Department of Education for $30,000 special revenue bonds for music and equipment for sundry evening playgrounds during 1911, respectfully

REPORTS:

That the reasons for this application are set forth in the attached communications. This request has been urged by representatives of the Board of Education, who have twice appeared before the Committee. After considerable investigation the Committee believes the request should be granted, and recommends that the accompanying resolution be adopted:

Department of Education, The City of New York, Office of the City Superintendent of Schools, 500 Park Ave., March 7, 1911.

Hon. FRANK L. DOWLING, Chairman, Finance Committee, Board of Aldermen:

Dear Alderman Dowling—May I request your favorable consideration of the following reasons in support of the application which the Board of Education has made for a special issue of revenue bonds for evening playgrounds:

(1) Last summer only thirteen roofs and courtyards were used. Eleven of these places were provided with bands, composed of five musicians—the general plan being to have the first part of the evening devoted to concert music—classical and popular airs—followed by dance music, so that the young women who gathered in great numbers could enjoy the pleasures of social recreation.

(2) The aggregate attendance at the school buildings opened in the Borough of Manhattan was 735,019, and at the two schools opened in the Borough of Brooklyn, 166,324; a grand total of almost a million.

(3) The Borough of Brooklyn has grown so—the last census showing that its population reached the enormous total of 1,600,000—that it is my opinion that it is only fair to give additional advantages to the neglected schools in the Borough of Brooklyn.

(4) Last year we were allowed $9,504 for music. This year, however, the Musical Mutual Protective Union has raised the rates, and where we paid $3 per man last year, this year the Union rate is $4; the rates of the leaders also having been raised from $6 to $8 per night.

(5) The work New York has been doing along this line has attracted the attention of visitors from many other cities, and last year the work was visited and favorably commented upon by representatives of at least twenty states.

(6) The young people who gather to enjoy the recreation facilities afforded by the educational authorities are kept from the dangers of the streets; habits of idleness are prevented; their morals are safeguarded, because they are in places where bad language and evil companions are forbidden; and much real happiness is given to the thousands who are deprived of the pleasures afforded during the summer time to those who are rich enough to go away to the country.

(7) In conclusion, may I hope that the above reasons may appeal to you as Chairman of the Committee on Finance, so that you will lend your influence to this worthy movement. I hesitate to think what the thousands of young people will do during the long summer evenings if they are deprived of the pleasures which they have previously enjoyed in connection with the roof concerts furnished by the Board of Education.

Hoping that you will lend your powerful assistance.

Very truly yours, EDW. W. STITT, District Superintendent of Schools.

The Reasons for Requesting an Issue of Special Revenue Bonds.

1. Last year bands were provided in only eleven roofs and courtyards. This year plans are being made to have music in twenty-one roofs and courtyards, if the appropriation is granted.

2. In three of the largest roofs and courtyards where the average attendance has been more than twenty-one hundred persons per night a band of seven men should be employed instead of a band of five.

3. Last year the sum of $9,504 was allowed for music. This year the Musical Mutual Protective Union has raised the rates; instead of $3 per man as last year, this year it is $4. The rate for the leaders has also been raised from $6 to $8 per night. This increases the cost of the music 33 1-3 per cent.

4. Last year Brooklyn had bands in only two schools. This year we are hoping to open ten schools. In view of the fact that the population of Brooklyn, according to the latest statistics, is 1,634,351, and Manhattan is 2,331,542, it certainly seems that Brooklyn should have more evening playgrounds.

5. The detailed statement annexed shows the various subdivisions if the appropriation is granted.

Evening Playgrounds.

School.	Music.	Electric Light.	Bandstands and Chairs.
Borough of Manhattan—			
1	$1,152 00	.....	.....
20	1,152 00	.....	.....
21	1,344 00	.....	.....
42	1,152 00	.....	.....
64	1,152 00	.....	.....
65	1,152 00	.....	$225 00
147	1,152 00	.....	.....
160	1,152 00	.....	.....
174	1,152 00	.....	.....
177	1,152 00	$508 00 (est.)	.....
188	1,344 00	.....	.....
Borough of Brooklyn—			
5	1,152 00	550 00	225 00
6	1,152 00	.....	225 00
43	1,344 00	.....	.....
53	1,152 00	.....	.....
122	1,152 00	.....	.....
148	1,152 00	600 00	225 00
149	1,152 00	325 00	225 00
150	1,152 00	600 00	225 00
156	1,152 00	524 00	225 00
157	1,152 00	325 00	225 00
Total	$24,768 00	$2,932 00	$1,825 00
Grand Total			$30,000 00

Resolved, That, in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and it is hereby requested to authorize the Comptroller to issue special revenue bonds to the amount of thirty thousand dollars ($30,000), the proceeds whereof to be used by the Department of Education for the purpose of furnishing music and equipment for sundry evening playgrounds during 1911.

FRANK L. DOWLING, WM. P. KENNEALLY, FRANCIS P. KENNEY, CHARLES P. COLE, DANIEL EHNTHOLT, JOHN DIEMER, WM. J. HEFFERNAN, MICHAEL STAPLETON, Committee on Finance.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Dowling moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Boschen, Brush, Callaghan, Campbell, Carberry, Coleman, Cornell, Cunningham, Curran, Davis, Delaney, Desmond, Diemer, Dowling, Downing, A. S. Drescher, W. Drescher, Dujat, Ehntholt, Eichhorn, Esterbrook, Fagan, Fink, Finley, Finnigan, Gaynor, Grimm, Hannon, Heffernan, Hickey, Kenneally, Kenney, Levine, Loos, Markert, Marx, Meagher, Morrison, Mulhearn, Nicoll, Reardon, Ruff, Schloss, Sheridan, Smith, Snell, Stapleton, Towen, Volkmann, Van Nostrand, Wendel, Weston, White, Willard; Presidents Cromwell, Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers, McAneny; the Vice-Chairman—62.

No. 3159.

The Committee on Finance, to which was referred on March 28, 1911 (Minutes page 1084), the annexed request from Borough President Cromwell for $192 special revenue bonds for rent of office for Field Engineering Corps, respectfully

REPORTS:

That, having examined the subject, it believes the proposed issue to be necessary to provide for payment of a room in which to store tools and instruments for 16 months during construction of a sewer.

The Committee recommends that the accompanying resolution be adopted.

The City of New York, Office of the President of the Borough of Richmond, Borough Hall, New Brighton, New York City, March 22, 1911.

Board of Aldermen, City Hall, New York:

Gentlemen—I am applying to the Sinking Fund Commissioners for authority to rent certain premises in Stapleton at a rental of $12 per month from April 1, 1911 to July 31, 1912, to be used as an office for the field engineering corps, constructing the great Targee Street sewer. The centre of the work (near which is the proposed office) is two miles from the Borough Hall. It is essential that the men have a place close at hand for their plans and tools and daily construction records.

We would ask, therefore, that the Board of Aldermen authorize the issue of special revenue bonds to the extent of $192, there having been made no provision in the Budget for this purpose. Yours respectfully,

GEORGE CROMWELL, President of the Borough.

Resolved, That, in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and it is hereby requested to authorize the Comptroller to issue special revenue bonds to the amount of one hundred and ninety-two dollars ($192), the proceeds whereof to be used by the President, Borough of Richmond, for the purpose of paying rent for an office for Field Engineering Corps.

FRANK L. DOWLING, WM. P. KENNEALLY, FRANCIS P. KENNEY, CHARLES P. COLE, THOMAS J. McALEER, DANIEL EHNTHOLT, JOHN DIEMER, WM. J. HEFFERNAN, Committee on Finance.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Dowling moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Becker, Brush, Callaghan, Campbell, Carberry, Cole, Cornell, Cunningham, Curran, Davis, Delaney, Desmond, Diemer, Dowling, Downing, A. S. Drescher, W. Drescher, Dujat, Ehntholt, Eichhorn, Esterbrook, Fagan, Fink, Finley, Folks, Gaynor, Godwin, Grimm, Hannon, Heffernan, Hickey, Kenneally, Levine, Loos, McAleer, Marx, Meagher, Nicoll, Nugent, Potter, Reardon, Ruff, Schloss, Sheridan, Shipley, Smith, Snell, Towen, Volkmann, Van Nostrand, Wendel, Weston, White, Willard; Presidents Cromwell, Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers, McAneny; the Vice-Chairman—62.

No. 3199.

The Committee on Finance, to which was referred on March 28, 1911 (Minutes, page 1119), the annexed resolution in favor of an issue of $4,500 special revenue bonds to provide furnishings for new quarters of the Board of Coroners, Borough of Brooklyn, respectfully

REPORTS:

That, having examined the subject, it believes the proposed improvement to be necessary. A list is attached hereto which has been furnished by the Superintendent of Buildings and which he states contains nothing but what is necessary.

The Committee recommends that the said resolution be adopted.

Equipping Coroners' Offices—	
Carpet and linoleum, approximately 4,780 square feet	$629 00
Coroners' bench and railing, complete	380 00
1 jury box	50 00
12 chairs for jury box	60 00
1 witness chair	10 00
175 chairs for Court room at $5 each	875 00
1 chair for Stenographer in Court room	7 50
1 chair for Clerk in Court room	7 50
2 chairs for Coroners' bench at $25 each	50 00
Jury Room—	
12 chairs at $5 each	$60 00
1 table	15 00
Rack with 1 dozen coat and hat hooks	5 00
General Office—	
1 special standing desk	$180 00
2 roll-top desks at $50 each	100 00
4 chairs at $5 each	20 00
1 table	10 00
6 steel clothes lockers, at $5 each	30 00
Coroners' Private Offices—	
2 roll-top desks, at $75 each	$150 00
2 chairs at $10 each	20 00
6 arm-chairs at $5 each	30 00
2 couches at $20 each	40 00
2 lockers at $5 each	10 00
24 bookcase sections	50 00
Chief Clerk's Office—	
1 roll-top desk	$50 00
1 safe	300 00
1 desk chair	10 00
3 chairs at $5 each	15 00
1 typewriter and cabinet	110 00
1 locker	5 00
Private Secretary's Rooms—	
1 typewriter	$85 00
2 desks at $40 each	80 00
2 chairs at $7.50 each	15 00
6 chairs at $5 each	30 00
2 lockers at $5 each	10 00
Miscellaneous—	
Steel filing cabinets, as may be selected	$300 00
Interior telephone system	75 00
1 closet for supplies	50 00
6 electric fans	100 00
8 desk lights at $5 each	40 00
20 cuspidors	20 00
2 umbrella stands	15 00
Shades and awnings	100 00
Lettering on doors	25 00
Cost of moving	75 00
2 window poles	2 50
5 racks at $20 each	100 00
1 bulletin board	20 00
1 mail box	5 00
Carpet for bench	50 00
9 window ventilators at $15 each	135 00
	$4,611 50

Resolved, That, in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and it is hereby requested to authorize the Comptroller to issue special revenue bonds to the amount of four thousand five hundred dollars ($4,500), the proceeds whereof to be used by the President of the Borough of Brooklyn for the purpose of equipping and furnishing the rooms of the Board of Coroners of Brooklyn, suitably and to the satisfaction of said Board of Coroners.

FRANK L. DOWLING, WM. P. KENNEALLY, FRANCIS P. KENNEY, CHARLES P. COLE, THOMAS J. McALEER, DANIEL EHNTHOLT, JOHN DIEMER, WM. J. HEFFERNAN, MICHAEL STAPLETON, Committee on Finance.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Dowling moved the adoption of this report.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Becker, Boschen, Brush, Callaghan, Campbell, Carberry, Cole, Coleman, Cornell, Cunningham, Curran, Davis, Delaney, Desmond, Diemer, Dowling, A. S. Drescher, W. Drescher, Dujat, Ehntholt, Eichhorn, Fagan, Fink, Finley, Finnigan, Folks, Godwin, Hamilton, Heffernan, Herbst, Hickey, Kenneally, Kenney, Levine, Loos, McAleer, McCann, Markert, Marx, Meagher, Morrison, Mulhearn, Nicoll, Reardon, Ruff, Sheridan, Smith, Snell, Volkmann, Van Nostrand, Wendel, White, Willard; Presidents Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; Steers, McAneny; the Vice-Chairman—60.

Report of Committee on Streets, Highways and Sewers—

No. 3198.

The Committee on Streets, Highways and Sewers, to which was referred on March 28, 1911 (Minutes, page 1119), the annexed resolution in favor of requesting heads of departments to grant leaves of absence from one-half day with pay on May 23, 1911, respectfully

REPORTS:

That it is informed that this resolution is for the purpose of allowing a few veterans and others associated with the 14th Regiment of Brooklyn to participate in the anniversary exercises.

It, therefore, recommends that the said resolution be adopted.

Resolved, That the heads of the several departments of the City and County governments be and they are hereby requested to grant leave of absence for one-half day, with pay, on May 23, 1911, to all employees who may desire to join in the 50th anniversary of the departure to the War for the Preservation of the Union of the 14th Regiment of Brooklyn.

JAMES H. FINNIGAN, WILLIAM DRESCHER, SAMUEL MARX, JOHN S. GAYNOR, JOHN J. MEAGHER, LEONARD VAN NOSTRAND, Committee on Streets, Highways and Sewers.

Under Rule 21, consideration of this report was deferred. Subsequently Alderman Heffernan moved the adoption of this report.

Which report was accepted.

RESIGNATIONS.

No. 3239.

April 3, 1911.

I hereby tender my resignation as a member of the Committee on Laws and Legislation. BRYANT WILLARD.

Which resignation was accepted.

No. 3240.

April 4, 1911.

I hereby resign as a member of the Committee on Parks. JAMES HAMILTON.

Which resignation was accepted.

REPORTS OF STANDING COMMITTEES, RESUMED.

Report of Committee on Rules—

No. 3241.

The Committee on Rules, following the resignation of Alderman Tristam B. Johnson from the Board of Aldermen, and the resignation of Alderman Willard from the Committee on Laws and Legislation, respectfully reports the following changes in membership of Standing Committees:

Committee on Rules—Alderman Willard in place of Alderman Johnson.

Committee on Finance—Alderman Willard in place of Alderman Johnson.

Committee on Laws and Legislation—Alderman Hamilton in place of Alderman Willard.

Committee on Parks—Alderman Curran in place of Alderman Hamilton, resigned.

FRANK L. DOWLING, WILLIAM J. HEFFERNAN, WM. P. KENNEALLY, MAX S. LEVINE, Committee on Rules.

Which report was accepted.

GENERAL ORDERS.

Alderman Barton called up General Order 82, being a report and resolution, as follows:

No. 2378—(G. O. No. 82).

The Committee on Finance, to which was referred on December 6, 1910 (Minutes, page 786), the annexed request from the Park Commissioner of The Bronx for $2,000 for purchase of an automobile, respectfully

REPORTS:

That, having examined the subject, it believes the proposed issue to be necessary. The Board of Aldermen passed an appropriation for this purpose for $3,500, and his Honor the Mayor vetoed it, stating that $2,000 was sufficient for a machine for departmental use.

The Committee recommends that the accompanying resolution be adopted.

Resolved, That in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and it is hereby requested to authorize the Comptroller to issue special revenue bonds to the amount of two thousand dollars, the proceeds whereof to be used by the Park Commissioner, Borough of The Bronx, for the purpose of providing means for the purchase of an automobile.

The City of New York, Department of Parks, Borough of The Bronx, Zbrowski Mansion, Clermont Park, New York City, December 5, 1910.

Hon. JOHN PURROY MITCHEL, President of the Board of Aldermen, City Hall, New York City:

Sir—Application is hereby respectfully made to the Board of Aldermen for an appropriation of $2,000, revenue bonds, for the purchase of an automobile for this Department.

The amount specified is named in accordance with the expressed views of his Honor, the Mayor, that this amount will be sufficient for the purchase of an automobile for this Department. I would also respectfully add that I would not ask for this appropriation were I not convinced of the imperative need of an automobile to facilitate the work of the Department.

The Borough of The Bronx has a larger park acreage than all the other Boroughs combined, and such an immense territory cannot be covered by horse and carriage without great loss of time. An automobile would save the time of the Commissioner whenever he has occasion to take his Engineers through the parks on a tour of inspection, and for other like purposes in connection with the work of the Department.

Respectfully, T. J. HIGGINS, Commissioner of Parks, Borough of The Bronx.

FRANK L. DOWLING, JOHN DIEMER, FRANCIS P. KENNEY, JOHN F. WALSH, THOMAS J. McALEER, TRISTAM B. JOHNSON, Committee on Finance.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the negative by the following vote, three-fourths of all the members failing to vote in favor thereof:

Affirmative—Aldermen Barton, Becker, Boschen, Campbell, Carberry, Cornell, Davis, Delaney, Desmond, Dowling, A. S. Drescher, W. Drescher, Dujat, Ehntholt, Eichhorn, Fagan, Fink, Finnigan, Hamilton, Hannon, Heffernan, Herbst, Kenneally, Kenney, Levine, Loos, McAleer, McCann, Marx, Meagher, Mulhearn, Reardon, Ruff, Sheridan, Smith, Snell, Stapleton, Towen, Van Nostrand, Wendel, Weston, White; Presidents Cromwell, Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller, by Thomas W. Whittle, Commissioner of Public Works; the Vice-Chairman—46.

Negative—Aldermen Downing, Finley and Nicoll—3.

On motion of Alderman Fagan the above vote was reconsidered, and the paper was restored to its place on the list of General Orders.

Alderman Barton called up General Order 46, being a report and resolution, as follows:

No. 387.

The Committee on Public Letting, to which was referred on March 1, 1910 (Minutes, page 627), the annexed communication from the Commissioner of Water Supply, Gas and Electricity, asking for authority to purchase an auto truck without public letting, at a cost not to exceed $3,000, respectfully

REPORTS:

That the details of this application are fully set forth therein. This system of emergency auto trucks has been adopted by the large transit and lighting corporations and proved to be economical and thoroughly effective. The Committee believes the City should be in line, if not in advance, of such modern methods, and therefore recommends that the accompanying resolution be adopted.

Department of Water Supply, Gas and Electricity, Commissioner's Office, New York, February 24, 1910.

Hon. JOHN PURROY MITCHEL, President of the Board of Aldermen:

Sir—As a part of the reorganization of the Engineering Bureau, I believe that much greater efficiency and considerable economy in the operation of the repair

gangs in the distribution system would be secured by assigning to these gangs auto trucks, similar to those now used by the gas companies in their emergency work, since by this means not only would time be saved in the transportation of these gangs, but it would be unnecessary to have three shifts for every day of horses and wagons as at present.

Before adopting this as a general measure, I think it advisable to make a preliminary trial by purchasing only one auto truck, which will be particularly assigned to respond in cases of breaks or other emergencies in the mains, hydrants or valves in the High Pressure Fire System, where quick action is imperative.

The Sinking Fund Commission has allotted to this Department the ground floor of a building at North Moore st. and West Broadway, which will be the quarters for an emergency gang and where there is sufficient space for storing the auto truck. It is not practicable to prepare contracts and specifications upon which competitive bids can be received, as there is no doubt that all auto vehicles are patented, and if one particular style were selected as a standard, the Department could not consistently ask for competitive bids. A suitable auto truck can be purchased for about $3,000, and the Department, I believe, can secure the best vehicle if it has authority to purchase the style best adapted for the Department's requirements, after due examination and trial.

I would therefore respectfully request that, under the provisions of section 419 of the Charter, authority be given to expend $3,000 for the purchase of an auto truck for the purpose above stated, without the formality of advertising for competitive bids or proposals. Yours respectfully,

HENRY S. THOMPSON, Commissioner.

Resolved, That pursuant to the provisions of section 419 of the Greater New York Charter, the Commissioner of Water Supply, Gas and Electricity be and he is hereby authorized to purchase an auto truck without public letting, at a cost not to exceed the sum of three thousand dollars ($3,000).

FRANCIS P. BENT, THOMAS F. BARTON, ALEXANDER DRESCHER, JOHN F. WALSH, JAMES J. SMITH, EDWARD BRADY, Committee on Public Letting.

The Vice-Chairman put the question whether the Board would agree to accept such report and adopt said resolution.

Which was decided in the negative by the following vote, three-fourths of all the members failing to vote in favor thereof:

Affirmative—Aldermen Barton, Becker, Boschen, Brush, Campbell, Carberry, Cornell, Curran, Delaney, Desmond, Dowling, A. S. Drescher, Dujat, Ehntholt, Fagan, Fink, Finnigan, Folks, Gaynor, Hamilton, Heffernan, Kenneally, Kenney, Levine, Loos, McAleer, McCann, Mulhearn, Nugent, Reardon, Ruff, Sheridan, Snell, Wendel, White; Presidents Gresser, by Walter H. Bunn, Commissioner of Public Works; Miller; the Vice-Chairman—38.

Negative—Aldermen Coleman and Nicoll—2.

Alderman Becker called up General Order 106, being a report and resolution in relation to "standees" in theatres.

Alderman Campbell moved that this paper be recommitted to the Committee on Laws and Legislation, with instructions to hold another public hearing.

Which motion was lost.

On motion of Alderman Dowling, the paper was laid over for one week.

MOTIONS, ORDINANCES AND RESOLUTIONS.

No. 3242.

By the President—

Resolved, That the following-named persons be and they are hereby appointed Commissioners of Deeds:

By the President—

Morris Silverstone, 416 East 3d street, Manhattan.

By the Vice-Chairman—

Anna Noessel, 200 Bleecker street, Brooklyn; Henry J. Wieman, 182 Linden street, Brooklyn; John T. Duane, 29 Moffatt street, Brooklyn; J. G. Janson, 1281 Broadway, Brooklyn.

By Alderman Baldwin—

E. J. Cuddihy, 348 East 55th street, Manhattan.

By Alderman Barton—

Charles J. Carroll, 128 Milton street, Brooklyn.

By Alderman Becker—

Bela D. Eisler, 35 West 64th street, Manhattan; Wm. Johnson, 177 West 83d street, Manhattan; Isaac Lande, 10 West 82d street, Manhattan.

By Alderman Bolles—

Martin Bachman, 262 West 153d street, Manhattan.

By Alderman Boschen—

Belinda M. Swift, 528 West 151st street, Manhattan; William T. Comn, 424 West 163d street, Manhattan; Edward Lucas, 710 West 179th street, Manhattan.

By Alderman Brady—

Adelbert B. Throop, 286 Boulevard, Rockaway Beach, Queens.

By Alderman Brush—

Harold A. Callan, 539 West 112th street, Manhattan; Norbert Pfeffer, 244 West 114th street, Manhattan; Joseph Dannenberg, 200 West 113th street, Manhattan; Harold W. Stimpson, 601 West 110th street, Manhattan.

By Alderman Callaghan—

David C. Rubin, 284 9th street, Brooklyn; George W. Ballway, 1513 8th avenue, Brooklyn.

By Alderman Campbell—

Geo. T. Musson, 114 South Elliott place, Brooklyn.

By Alderman Cole—

Lizzie L. Rutan, Tottenville, Richmond; Harry C. Miller, 695 Huguenot avenue, Richmond.

By Alderman Coleman—

Francis Mezzatesta, 679 Franklin avenue, Brooklyn; Raffaelea Raimondi, 112 Franklin avenue, Brooklyn; Harry C. Vandervort, 44 Hancock street, Brooklyn.

By Alderman Curran—

Frank B. Callan, 251 West 26th street, Manhattan; Sidney Newborg, 2 Rector street, Manhattan.

By Alderman Delaney—

Edward Kowinsky, 104 East 90th street, Manhattan.

By Alderman Desmond—

Max F. Lockstein, 11-13 East 115th street, Manhattan.

By Alderman Diemer—

Harry W. Droge, 27 William street, Manhattan; Max H. Newman, 44 Court street, Brooklyn; Daniel V. McCoy, 430 Kosciusko street, Brooklyn.

By Alderman Dowling—

E. Bert Brady, 330 West 27th street, Manhattan; Burt S. Bennett, 21 West 131st street, Manhattan; William E. Murphy, 332 West 22d street, Manhattan; Joseph E. Cavanagh, 332 West 22d street, Manhattan.

By Alderman Downing—

Burchard Dutcher, 39 Pierrepont street, Brooklyn; J. Frank Milner, 195 Lefferts place, Brooklyn; John L. Sherwood, 155 Amity street, Brooklyn; Joseph N. Neef, 345 East 32d street, Brooklyn; Charles A. Rosenthal, 273 Albany avenue, Brooklyn.

By Alderman A. S. Drescher—

Elias Silpe, 914 Blake avenue, Brooklyn; Theodore R. Brown, 660 Glenmore avenue, Brooklyn.

By Alderman Ehntholt—

William A. Perry, Jr., Queens.

By Alderman Esterbrook—

H. S. Renaud, 443a Monroe street, Brooklyn; W. R. Molther, 29 West 34th street, Manhattan.

By Alderman Fagan—

Edgar I. Ahrweiler, 447 East 139th street, Bronx; Edgar Hirschberg, 420 East 141st street, Bronx.

By Alderman Finnigan—

Man A. Deutsch, 405 Graham avenue, Brooklyn; Arthur H. Wheaton, 1007 Lorimer street, Brooklyn.

By Alderman Finley—

Thomas R. Lam, 1366 Teller avenue, Bronx; Francis X. Kelly, 2407 Valentine avenue, Bronx.

By Alderman Godwin—

Julius Meyers, 505 Wendover avenue, Bronx; Joseph G. Dalton, 3044 Hull avenue, Bronx.

By Alderman Grimm—

J. W. Marsland, 2443 Fulton street, Brooklyn; Albert H. Schiffers, 105 Sheridan avenue, Brooklyn; Albert P. Brenner, 212 Logan street, Brooklyn; Joseph C. Rankin, 984 Glenmore avenue, Brooklyn.

By Alderman Herbst—

Max L. Harris, 964 Kelly street, Bronx; Charles Welch, 2102 Boston road, Bronx; Otto J. Kalt, 788 East 165th street, Bronx.

By Alderman Hickey—

Thomas H. McLaughlin, 887 Brook avenue, Bronx.

By Alderman Hoertz—

Geo. Christmann, 169 Stockholm street, Brooklyn.

By Alderman Levine—

Meyer Rosenthal, 39 Ludlow street, Manhattan; Albert Cohn, 54 East 122d street, Manhattan; Walter M. Friedland, 256 Grand street, Manhattan; Leo Bock, 179 East Broadway, Manhattan; Isaac Josephson, 208 West 121st street, Manhattan; Wm. P. Strickland, 205 East avenue, Queens; Samuel B. Krohn, 309 Williams avenue, Brooklyn.

By Alderman Markert—

Henry B. Schilling, Jr., 15 Marcy avenue, Brooklyn.

By Alderman Marx—

P. J. MacLellan, 119 West 135th street, Manhattan; Herman Gettner, 261 Broadway, Manhattan; Louis Rinaldo, 233 Grand street, Manhattan; Oscar Richter, 302 Broadway, Manhattan; Oscar Richter, 464 56th street, Brooklyn.

By Alderman Meagher—

John F. Moroney, 528 74th street, Brooklyn; L. Ferrara, 580 52d street, Brooklyn; Emma Mulder, 1279 Prospect avenue, Brooklyn; Harry Wechsler, 1271 Lincoln place, Brooklyn; Walter N. MacAdam, 367 Lenox road, Brooklyn; Abram J. Pratt, 253 East 22d street, Brooklyn; James Hy. Eckersley, 774 Flatbush avenue, Brooklyn.

By Alderman Mulhearn—

John A. Koenigsanier, 1426 Parker street, Bronx; Sarah A. Gallagher, 2567 Poplar street, Bronx.

By Alderman McAleer—

Harry Fischman, 156 South 4th street, Brooklyn.

By Alderman McCann—

John J. Lynch, 1023 Longwood avenue, Bronx; Stephen G. Gibbons, 331 East 57th street, Manhattan.

By Alderman Nicoll—

Lawrence B. Elliman, 340 Madison avenue, Manhattan.

By Alderman Nugent—

Francis S. Murphy, 234 East 56th street, Bronx.

By Alderman Potter—

John Cottier, 2222 80th street, Brooklyn; Jos. J. Walsh, Bay Parkway and 58th street, Brooklyn; Leon Dickinson, 150 Bay 19th street, Brooklyn; Leo E. Ostro, 1714 46th street, Brooklyn.

By Alderman Ruff—

William C. Rothmann, 40 2d avenue, Manhattan; George Rothmann, 40 2d avenue, Manhattan; Fred W. Hotz, 40 2d avenue, Manhattan; Herman L. Schrader, 439 East 9th street, Manhattan; Jacob Samuel, 415 East 9th street, Manhattan; George J. Heydeman, 327 East 5th street, Manhattan.

By Alderman Schloss—

Jacob C. Warshauer, 216 West 109th street, Manhattan.

By Alderman Sheridan—

Willoughby B. Dobbs, 818 East 217th street, Bronx.

By Alderman Shipley—

George Eckhard, 117 Chestnut street, Richmond Hill, Queens; Alfred J. Eno, Queens; Michael Buchman, 1518 Woodhaven avenue, Woodhaven, Queens; A. T. O'Donnell, Rosedale, Queens.

By Alderman Smith—

Henry Gerson, 112 East 111th street, Manhattan; Tinie Mendelsohn, 291 Henry street, Manhattan.

By Alderman Towen—

Bernard J. Foss, 349 West 33d street, Manhattan.

By Alderman Volkman—

Edward L. Langley, 153 East 86th street, Manhattan.

By Alderman Wendel—

John F. O'Neil, 1038 Boston road, Bronx.

By Alderman Weston—

Thos. M. Harvey, Jr., 728 Halsey street, Brooklyn.

By Alderman White—

Frederick J. Berger, 121 Bible House, 3d and 4th avenues, Manhattan.

By Alderman Willard—

Martin S. Cohen, 156 West 130th street, Manhattan; John G. Hinman, 513 West 134th street, Manhattan; W. H. Warner, 79 Hamilton place, Manhattan.

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

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Baldwin, Barton, Becker, Boschen, Callaghan, Campbell, Carberry, Coleman, Cornell, Curran, Davis, Delaney, Desmond, Dowling, Downing, A. S. Drescher, W. Drescher, Dujat, Ehntholt, Eichhorn, Esterbrook, Fagan, Finley, Finnigan, Folks, Gaynor, Grimm, Heffernan, Herbst, Kenneally, Kenney, Levine, Loos, McAleer, Mulhearn, Nicoll, Nugent, Potter, Reardon, Ruff, Shipley, Volkmann, Wendel, Weston, White, Willard; President Miller, by Thomas W. Whittle, Commissioner of Public Works; the Vice-Chairman—48.

No. 3243.

By the Vice-Chairman—

Resolved, That permission be and the same is hereby given to E. Blumberg to erect, place and keep a show-case within the stoop line, in front of 1245 Gates avenue, Brooklyn Borough, provided that said show-case shall be erected so as to conform in all respects with the ordinance in such case made and provided, not be used for advertising purposes; the work to be done at his own expense, under the direction of the President of the Borough. Such permission to continue only during the pleasure of the Board of Aldermen.

Which was adopted.

No. 3244.

By President McAneny—

AN ORDINANCE to amend section 109, part XXI. of the "Building Code," reating to theatres and places of public amusement.

Be it Ordained by the Board of Aldermen of The City of New York as follows:

Section 1. Section 109, Part XXI. of the Building Code relating to theatres and places of public amusement is hereby amended so as to read as follows:

THEATRES AND PLACES OF PUBLIC AMUSEMENT.

Buildings to Which Section 109 Applies.

Sec. 109. Every theatre or opera house or other building or parts of building intended to be used for theatrical, operatic purposes or motion picture shows, hereafter erected for the accommodation of more than three hundred persons on all tiers shall be built to comply with the requirements of this section. No building hereafter erected not in accordance with the requirements of this section may be used as a theatre, opera house or motion picture show.

Capacity.

The Superintendent of Buildings shall determine the number of persons which every such building may accommodate. This determination shall be based on the actual number of seats and an allowance of 3 square feet per person for all parts of the auditorium or galleries where "standing room" may be provided. By standing room is meant such space in which by ordinance of the Board of Aldermen or other legal authority persons may be or may have been permitted to stand during any performance. Such measurements are to be exclusive of aisle, passageways and lobbies. No more than the number so determined and certified by the Superintendent of Buildings shall be allowed in such structure at any one time.

Alterations.

No building which at the time of the passage of this section is not in actual use for theatrical or operatic purposes within the meaning of this section may be altered or added to for the purpose of converting the same into a theatre, opera house or motion picture show unless when altered or added to it is made in every respect to conform to the requirements of this section.

Present Buildings.

The provisions of this section shall not be construed to mean or be made to apply to theatres, opera houses or motion picture shows, or buildings intended to be used for theatrical, operatic purposes or motion picture shows, within the meaning of this section now erected or for which plans have heretofore been approved by the Superintendent of Buildings.

Approval, Superintendent of Buildings and Fire Commissioner.

No building hereinbefore described shall be opened to the public until the Superintendent of Buildings shall have approved the same in writing as conforming to the requirements of this section; nor until the Fire Commissioner shall have certified in writing that all appliances for the extinguishing of fire conform to this section and to the special requirements of the Fire Department, and are in a complete and satisfactory working condition.

Fireproof Building Over Auditorium.

Nothing herein contained shall prevent the construction of a thoroughly fireproof building above a fireproof theatre, opera house or motion picture show, provided no part of such fireproof building shall be placed over or above that portion of any such building, which is known as the stage section. The portion containing the theatre, opera house or motion picture show, including all passages, lobbies and other accessories connecting therewith shall be cut off vertically from such fireproof building by unpierced fire walls of solid masonry not less than 12 inches thick and horizontally by unpierced fireproof floors of strength to sustain a live load of 150 pounds per square foot on every superficial foot thereof.

A roof garden or open air auditorium (but no other place of public amusement) may be constructed above a fireproof building used for theatrical or operatic purposes or motion picture shows built in conformity with the requirements of this section. Such roof garden or open air auditorium shall have not less than 60 per cent. of its total floor area open to the sky without a roof and no part of its seating floor, or space upon which seats might be placed, shall be at greater height than 90 feet above the level of the curb in the street at the main entrance to the building. The total capacity of such roof garden or open air auditorium shall not exceed 750 persons, figured on the same basis as that provided elsewhere in this section for the calculation of capacity of theatres or opera houses. The construction of such roof garden or open air auditorium shall be fireproof and shall conform in every way to the requirements of this section.

The size of entrances and exits, corridors and stairs shall be 50 per cent. greater than the corresponding requirements called for in this section for theatres where the orchestra floor is at or about the street level. If an audience is to be assembled in the theatre, opera house or motion picture show at the same time as in the open air auditorium or roof garden constructed above the same, then the provisions for such entrance and exit herewith required for the latter shall be entirely distinct from and in addition to the provisions for exits and entrances, corridors and staircases required for the structure below.

If any structure is so built over the ceiling or roof of any theatre, opera house or motion picture show, the girders, trusses or other metal members supporting said structure shall be protected against fire by at least 4 inches of fireproof material.

Occupancy Restricted.

No portion of any building hereafter erected or altered, used or intended to be used as a theatre, opera house or motion picture show, or for theatrical or operatic purposes as in this section specified, shall be occupied or used as a factory, workshop or manufactory, or for storage purposes, except as hereinafter may be specifically provided for. No store or room shall be let or used for carrying on any business dealing in any aticle or material dangerous to life in the opinion of the Superintendent of Buildings.

The before-mentioned restrictions relate not only to that portion of the building which contains the auditorium and the stage, but apply also to the entire structure in conjunction therewith.

No workshop, storage or general property room shall be allowed in or under the auditorium, above the stage or under the same, or in any of the fly galleries, but such rooms or shops may be located in the rear of, or at the side of the stage, and in such cases they shall be separated from the stage by a brick or concrete wall not less than twelve inches in thickness or other equally efficient cut-off and the openings leading into said portion shall have self-closing fire doors on one side of the wall and standard automatic fire doors on the other side of the wall, all to be approved by the Bureau of Buildings.

No sleeping accommodations shall be allowed in any part of the building communicating with the auditorium or stage.

Interior Walls.

Interior walls built of fireproof materials shall separate the auditorium from the entrance vestibule and from any communicating room or rooms over or under the same, also from any lobbies, corridors, refreshment or other rooms forming part of the theatre; and in all such walls the windows and door frames and all sash and doors shall be fireproof construction, and the sash made stationary and glazed with wired glass not less than one-quarter inch in thickness and each pane or unit measuring not more than seven hundred and twenty square inches; the doors shall be self-closing.

Floors.

All floor surfaces shall be of cement or other incombustible material and no wood boards or sleepers shall be used as a covering over these floors, seat platforms, aisles, steps, landings, passages or stairs.

Trim.

No combustible doors or trim shall be used in the auditorium and none of the walls or ceilings shall be covered with wood sheathing, wood wainscoting, or other combustible material, but this shall not preclude the construction of a wood sounding board over orchestra pit when the same extends back of and below the overhang of the stage, provided the said wood sheathing be properly fire stopped by a 12-inch brick wall back of same, and also have a proper fireproof construction directly under the overhang of the stage extending from the brick wall to the apron of stage

Seats.

All seats in the auditorium except those contained in boxes accommodating not more than 12 persons shall be firmly secured to the floor and shall be placed not less than 32 inches from back to back, measured in a horizontal direction. If benches without arms between seats are used their capacity shall be figured on the basis of one person to each 18 inches in width.

No seat in the auditorium on the orchestra floor shall have more than six seats intervening between it and an aisle, or more than fourteen seats in a row between any two aisles.

No seat in any gallery shall have more than five seats intervening between it and an aisle, or more than twelve seats in a row between any two aisles.

Tunnels or Cross Aisles.

There shall be no more than twelve feet rise, measured vertically, in any aisle in any gallery without direct exit by tunnel or otherwise, to a corridor or passage with a free opening on to the gallery stairs or other direct discharge to the street. At such elevation of twelve feet or less an intervening or cross aisle leading directly to an exit may be substituted for the tunnel. No such tunnel or cross aisle shall be less than four feet wide in the clear.

Gallery Platforms.

No platform in galleries formed to receive the seats shall be more than 24 inches in height of riser nor less than 32 inches in width of platform. No such platform shall be nearer than 8 feet from the ceiling.

Guard Rails.

Where the platform riser exceeds 20 inches in height there must be a metal guard rail in front of every row of seats in each gallery; these rails shall be not less than 2 feet 6 inches high, of substantial construction and shall continue along aisle steps for a distance of not less than 10 inches forward of each seat platform on both sides of steps.

Aisles.

Aisles with seats on both sides of same shall be not less than 3 feet wide and side aisles shall be not less than 3 feet 6 inches wide at the beginning and all aisles shall be increased in width towards the exits and entrances at the ratio of not less than 1½ inches to 5 feet of run.

Floors at Exits.

Floors at all exits shall be flush with adjacent inside floors and shall extend for an unbroken width of not less than four feet in front of each exit, but no steps down shall be nearer than one foot to the door opening.

Steps in Aisles.

Steps in aisles shall be the full width of the aisle. No risers shall be more than 9 inches in height, and no tread shall be less than ten inches in width, and whenever the rise of seat platforms is 4 inches or less, the floor of the aisles shall be made as a gradient. Where steps are placed in passages they shall be grouped together and shall be clearly lighted. No stool, seat or other obstruction shall be placed in any aisle.

Passages, Width of.

The width of passages and hallways shall be computed in the same manner as that hereinafter provided for stairways, and no passage shall be less than five feet in width.

All passages, hallways and stairways leading from any balcony or gallery in any direction shall permit of free passage without returning, to an outer exit of the building.

Passages, Aggregate Capacity.

The aggregate capacity of the foyers, lobbies, hallways, passages and rooms for the use of the audience, not including aisle space, shall on each tier be sufficient to contain the entire number to be accommodated on said tier, in the ratio of 150 superficial square feet of floor for every hundred persons.

Entrances and Exits—Calculations.

The term "exit" as used in this section refers to emergency exits only; the term "entrance" refers to all other traffic ingress or egress.

The total width of entrances and exits for each tier, likewise their stairs, shall provide one foot of width for each 20 persons to be accommodated in that tier.

The width of entrance stairs must be at least 50 per cent. of the combined width of the entrance and exit stairs resulting from this calculation and for further safety the aggregate width of exit doorways opening from each gallery shall be 60 per cent. more than their width resulting from the above calculation.

Entrances.

A common place of entrance may serve for the orchestra floor of the auditorium and the first gallery, provided such entrance and the passages leading thereto are of the width required for the aggregate capacity of these two tiers.

Distinct and separate places of entrance shall be provided for each gallery above the first.

Exits.

From the auditorium at least two exits remote from each other leading into open courts or streets shall be provided in each of both side walls of the auditorium on all tiers. Each exit shall be provided with fire doors constructed in accordance with the requirements of the Bureau of Buildings.

Marking Exits.

Every entrance and exit doorway opening from the auditorium shall have over the same on the auditorium side the word EXIT inscribed in legible letters not less than 6 inches high, or an illuminated sign with letters of the same height. Auditorium entrances and exits shall be numbered with figures not less than 6 inches high.

Diagram of Exits.

There shall be legibly printed on the program of each performance a separate diagram or plan of every tier. Each such diagram shall occupy a space not less than fifteen square inches and shall show distinctly the entrances and exits from each tier and where they lead.

Minimum Width of Doorways.

The minimum width of doorways shall be five feet in the clear, except exit doorways which may have a minimum width of four feet.

Hanging of Doors.

All doors of exit or entrance shall open outwardly and be hung in such a manner as not to obstruct any part of the required width of a doorway, passage or stairway. The fastenings of these doors shall be such as can readily be opened from the inside at all times without the use of keys or any special knowledge or effort. The use of draw bolts is prohibited. All such doorways shall be entirely unobstructed.

Entrance Corridors.

Where any entrance does not open directly on a street, the corridor or passage connecting it with the street shall be constructed of continuous walls of brick or other fireproof material equally efficient, and the roof construction of these corridors must be fireproof and of strength to sustain a live load of 150 pounds per square foot of every superficial foot thereof. The height of such corridors shall be not less than ten feet throughout. No doors or windows shall be permitted in the side walls or roof.

Landings, Stair Flights.

When stairs return directly on themselves, a landing of the full width of both flights, without any steps, shall be provided. The outer line of landings shall be curved to a radius of not less than 2 feet, to avoid square angles; this provision, however, shall not apply to emergency exit stairs on outside of buildings. Stairs turning at an angle shall have a proper landing. In stairs when two side flights connect with one main flight, the width of the main flight shall be at least equal to the aggregate width of the side flights. No stairway shall ascend to a greater height than thirteen feet six inches without a level landing, and the length and width of such landing shall be not less than the width of the stairs; no run of stairs shall consist of less than six risers between platforms.

Hand Rails.

All stairs shall have on both sides strong hand rails. Where stairs are built between walls rails shall be firmly secured to the walls about 3 inches distant therefrom. All rails shall be about 3 feet above the centre of the treads. This provision shall also apply to all steps in side aisles of galleries. The width of all stairs must be measured between hand rails. All stairs 8 feet and over in width shall be provided with a centre hand rail of metal, not less than 2 inches in diameter, placed at a height of about 3 feet above the centre of the treads. Such rails shall be supported on wrought metal or brass standards of sufficient strength placed not nearer than 4 feet nor more than 6 feet apart, and securely bolted to the treads or risers of stairs, or both. At the head of each flight of stairs on each landing the post or standard shall be at least 6 feet in height, to which the rail shall be secured.

Number Steps at Entrance.

The entrances opening directly on a street shall not be on a higher level from the sidewalk than four steps of 7½ inch risers each.

Entrance Stairs—Auditorium.

Where the number accommodated in a gallery exceeds two hundred, there shall be at least two separate and distinct entrances. No entrance stairs to any tier in the auditorium shall be less than five feet wide.

Entrance Stairway Enclosures.

All entrance stairs for the use of the audience (excepting those leading to the first gallery which may be open on one side) shall be enclosed with walls of brick or other fireproof materials, in the stories through which they pass. There shall be no communications above the street or court grade in any of said stair enclosures except the communication from the tier for which the stair is exclusively intended. No stair from a gallery shall communicate with the basement or cellar. No door shall open immediately upon a flight of stairs, but a landing at least the width of the door shall be provided between such stairs and such door.

Entrance Treads and Risers.

All stairs shall have treads of uniform width and risers of uniform height throughout in each flight. In no case shall the risers in any stairs exceed 7½ inches in height nor shall the treads exclusive of nosing be less than 10½ inches wide. No circular or winding stairs shall be permitted and no winders may be introduced in any stairs.

Entrance Stairs, Stage Section.

Entrance stairs and passages for the dressing rooms shall be at least 36 inches wide and extend independently to the street or court. No stairs in the stage section shall be less than 30 inches wide. At least two independent staircases, with direct exterior outlets at court or street grade, shall be provided for the service of all tiers in the stage section, and shall be located on the opposite sides of the same.

Exit Stairs and Balconies.

Exit stairs from each gallery shall be placed in smoke-proof and fireproof towers, or in lieu thereof, an approved form of open air stairway may be used. The minimum width of exit stairways shall be four feet, except that their width may be reduced fifteen per cent. if located in a fireproof and smoke-proof tower having no openings except to an outside balcony and to court grade Exit stairs shall have risers not exceeding 8½ inches and treads not less than 9 inches exclusive of nosing. The stairs for the exits from each tier shall extend to the court or street grade independently of the stairs or exits from other tiers. Outside balconies shall

be at least as wide as the stairways which they serve, but in no case less than 6 feet. No riser shall be nearer than one foot to the door opening.

Construction of Balconies and Stairs for Exits.

All exit balconies and stairs shall be constructed of steel throughout or of other forms of fireproof construction approved by the Superintendent of Buildings. Risers, treads, platforms and balconies must be solid, without perforations or slats, and the construction must be of strength to safely sustain a live load of 100 pounds per square foot. Sheet metal or other suitable solid material shall be provided to a height of not less than 4 feet on the outer side of all these open air stairs, balconies and platforms. All open air stairs, balconies and platforms shall be covered with a metal hood or awning to be constructed in such a manner as shall be approved by the Superintendent of Buildings. There shall be no openings in any theatre wall between the outside balconies or stairways and their covers, except the required exits from the tier served by said stairs and balconies. No person of the audience must be obliged to pass alongside of more than one exit doorway after reaching an outside balcony to get to the ground. All exit stairs and balconies shall be kept free of obstructions of every kind, including snow and ice.

Exits From Stage Section and Dressing Rooms.

At least two independent exterior exits shall be provided on a level with the stage for the service of the stage and floors below same. These exits shall be at opposite sides of the stage. Each tier of dressing rooms shall have an independent exit leading directly on to a fire escape or to a court or street. No ladder fire escapes shall be permitted. The fly galleries shall be provided with adequate means of exit. All exits and fire escapes from the stage section shall be independent of the exits for the audience above the court or street grade. Stairs if any leading down from the stage level shall be enclosed and protected by fireproof door.

Location Entrance.

Every building used for theatrical or operatic purposes or motion picture shows shall have at least the front or one side wall bordering on a street and not less than one-half of the openings required for entrance of the audience to the auditorium as hereafter specified shall be provided in such wall or walls.

Emergency Courts—When Required.

There shall be reserved for exit purposes an open court or space on the side or sides of the building as follows:

In the case of a plot with streets on front, rear and both sides, or in the case of a double corner plot where both sides of the theatre border on streets, no courts will be required. On a double corner, single corner or inside plot when one side only of the building borders on a street, one court will be required located on the opposite side. On an inside plot where the building front only borders on the street, courts will be required on both sides.

Court Width.

The minimum width of open courts shall be eight feet when the total capacity is 750 or less and ten feet when the capacity is between 750 and 1,000, and when the capacity exceeds 1,000 people the width of the courts shall be increased one foot for each additional 500 people or fraction thereof in excess of 1,000.

Court Length.

Said open court or courts shall extend at least from the line of the proscenium wall forward the length of the auditorium to the wall separating the same from the entrance lobby or vestibule. This entire court area shall be open to the sky.

Court Corridors.

Where said emergency courts do not open directly on a street a separate and distinct corridor or passage shall continue directly to the street, around the building or through such structure as may be or may have been built on the street, but no such passageway shall pass under any portion of the auditorium or stage. Said corridors or passages shall be constructed fireproof all the way to the street in same manner as provided for the construction of corridors for entrances hereinbefore described. The corridor or passage leading from the court to the steet shall be at least as wide as the court and there shall be no projections into the passage. The outer openings may be provided with doors or gates opening outward. During the performance these doors or gates shall be kept open; at other times they may be closed and fastened by movable bolts.

Entrances Emergency Courts.

If entrances open on emergency courts or corridors the said courts or corridors must be increased in width an amount at least equal to the width of the entrances which they serve.

Courts and Corridors Kept Clear.

The courts and corridors or passages shall not be used for storage purposes, nor for any purpose whatsoever except for exit and entrance, and must be kept free and clear during performances.

Gradients.

All courts and corridors at all points of street entrance or exit must be flush with sidewalk. To overcome any difference of level in and between courts, corridors, lobbies, passages and aisles on the ground floor, gradients shall be employed of not over one foot in ten feet, except that runs of not more than ten feet in length may be one in eight.

Proscenium Wall.

A fire wall built of brick or concrete not less than twelve inches thick in any portion shall separate the auditorium from the stage and shall extend at least four feet above the stage roof, or the auditorium roof if the latter be the higher. Any windows in the structure above the auditorium which face over roof of stage section when within 100 feet of the stage roof must be protected with wired glass windows in metal frames with automatic closing attachments. All windows within 30 feet shall be double glazed. Above the proscenium opening there shall be a girder or other support of sufficient strength to safely carry the load above and it shall be properly fireproofed.

Proscenium Curtain.

The proscenium opening shall be provided with a rigid fireproof curtain, built in conformity with the following specifications, or their equivalent in efficiency, when approved by the Superintendent of Buildings: The curtain is to be designed so that it will be able to withstand a pressure of ten pounds per square foot over its entire surface without sufficient flexure to interfere with its perfect freedom of movement. It shall have a steel frame with sheet metal facing on the auditorium side, and be protected on the stage side by at least one inch of cellular asbestos boards and leaving an air space between the asbestos and the sheet metal. The steel guides at the sides, the connections between the top of the curtain and the proscenium opening, as well as between the bottom of the curtain and the stage, shall be designed to secure an efficient smoke seal at all places when the curtain is down.

The curtain shall be operated by hydraulic, electric or other power, approved by the Superintendent of Buildings, and in addition to the regular controlling mechanism there shall be an emergency device which will permit of lowering the curtain from both sides of the stage and from the tie galleries. No such curtain may be erected unless the details of design, construction and operation shall have been submitted in advance to the Superintendent of Buildings, who shall submit every such curtain to a proper fire test before approving the same.

Other Openings in Proscenium Wall.

Openings between the stage and auditorium other than the proscenium opening shall not exceed four in number, two at the approximate stage level and two in the musicians' pit; the size of any such openings shall not exceed 21 square feet. The openings at stage level shall have an automatic fire door on one side of the wall and self-closing fireproof door at the other side of the wall, and openings, if any, below the stage shall have a self-closing fire door, and all of said doors shall be hung so as to be opened from either side of the wall at all times.

Openings in Exterior Walls, Stage Section.

All openings in exterior walls of stage section shall be protected by approved automatic fire doors or automatic self-closing metal sashes and frames, with double glazed wire glass.

Overhang of Stage.

All that portion of the stage extending from the stage side of the fireproof curtain and from the fireproof wall separating the space under the stage from the auditorium to the outer edge of the apron shall be fireproof. A wood finish floor without air space may be used in front of the curtain and on the stage.

Fireproof Stage Construction.

All that portion of the stage which is not movable (excepting that part usually embraced between the proscenium jambs and from proscenium to rear wall) shall be of fireproof construction and designed to safely sustain a live load of not less than 100 pounds per square foot. The non-fireproof portion of stage floor shall be of mill construction with flooring not less than 1¼ inches finished thickness, but the beams may be of steel.

Fly and Tie Galleries.

The fly galleries and the tie galleries shall be constructed of fireproof material and the floors of said galleries shall be fireproofed and designed to safely sustain a live load of ninety pounds per square foot, and no wood boards or sleepers shall be used as covering over these floors.

Gridiron.

The gridiron or rigging loft shall have a lattice iron floor capable of sustaining a live load of seventy-five pounds per square foot and be readily accessible by iron stairs.

Stage Entrances.

All entrances to the stage from the streets, alleys or open courts must be vestibuled and supplied with self-closing fireproof doors to protect the stage from drafts of air.

Scenery.

All stage scenery, curtains and decorations made of combustible material, and all woodwork on or about the stage shall be painted or saturated with some non-combustible material, or otherwise rendered safe against fire.

Vents in Stage Section.

There shall be one or more ventilators, constructed of metal or other incombustible material, near the centre and above the highest part of the stage of every theatre, opera house or motion picture show, raised above the stage roof, and of a combined horizontal sectional area equal to at least 10 per cent. of the superficial floor area within the stage walls. The openings in such ventilators shall have an aggregate sectional area at least equal to that required for the ventilators. Detailed plans for the construction and operation of the covers for the vent openings must be approved by the Superintendent of Buildings before construction is begun, and the entire equipment must conform to the following requirements:

The construction of the cover and its operative mechanism must be massive and must open by force of gravity sufficient to effectively overcome the effects of neglect, rust, dirt, frost, snow or expansion by heat, twisting or warping of the frame work. There shall be no glass in ventilators. Cover must be arranged to open instantly after the outbreak of fire by the use of approved automatic fusible links of the thinnest metal practicable; manual control must also be provided by a cord run down to the stage at a point designated by the Superintendent of Buildings.

The link and cord must hold the cover closed against a force of at least 30 pounds excess counterweight tending to force the cover open. The fusible links must be placed in the ventilator above the roof line and at least in two other points in each controlling cord. No automatic sprinkler heads shall be placed in the said ventilator space above the roof line. Each vent cover shall be operated at least daily by one of the cords.

Skylights.

If any skylight is placed in roof same shall be protected underneath by wire netting, but no such netting shall be placed under ventilators.

Counterweights.

Where counterweights are used they shall be suspended at the extreme side or other walls of the stage section, and be enclosed by guards.

Dressing Rooms, Location.

Actors' dressing rooms shall not be placed on the stage, under the same, nor in or under the auditorium, but shall be placed in a separate section provided for that purpose. No dressing room ceiling shall be less than 3 feet above the level of street or court adjoining.

Construction.

The walls separating said section containing the dressing rooms from the stage or auditorium shall be of brick or concrete not less than 8 inches in thickness and each opening therefrom shall be protected with a self-closing fire door. The partitions dividing the dressing rooms, together with the partitions of every passageway from the same to the stage and all other partitions on or about the sides of the stage, or fireproof portion thereof, shall be constructed of approved fireproof material not less than 4 inches in thickness. All doorways in any of said partitions shall be protected by self-closing fire doors. All dressing rooms shall be ventilated by wire glass windows in metal frames to a street or to a court not less than 24 square feet in area.

Dressing Rooms, Trim.

All shelving and cupboards in each and every dressing room, property room or other storage rooms, shall be constructed of incombustible material.

Heating Apparatus—Location.

Every steam boiler shall be located outside of the buildings, either under the sidewalk or in an extension, but in no case under or within any portion of the building, and the space allotted to the same shall be inclosed by walls of brick or concrete at least 12 inches thick on all sides, and the ceiling of such space shall be constructed of fireproof materials. Each doorway in said walls connecting with the building shall have an automatic fire door.

Floor Registers.

No floor register for heating, ventilating or other purposes shall be permitted in aisles, corridors or passageways.

Blowers.

All blowers used to circulate air through heating or ventilating pipes with openings to the auditorium shall be provided with a device to stop the blower automatically in case of fire. Fusible links for this purpose shall be located near the blower, both inside and outside the pipe leading to openings in the auditorium.

Radiators.

No coil, radiator or pipe shall be placed in any aisle or passageway so as to obstruct the same. Any exposed radiator or coil shall be guarded.

Lighting.

The stage section and every portion of the building devoted to the uses or accommodation of the public, also all outlets leading to streets, including the open courts and corridors, shall be well and properly lighted during every performance, and the same shall remain lighted during every performance, and the same shall remain lighted until the entire audience has left the premises.

Services.

Where supplies from two separate street mains are available, two separate and distinct services must be installed; one service to be of sufficient capacity to supply current for the entire equipment of theatre, while the other service must be at least of sufficient capacity to supply current for all emergency lights, which include exit lights or signs, and all lights in outside courts, lobbies, stairways, corridors and other portions of theatre to which the public have access and which are normally kept lighted during the performance. Where only one supply from a street main is available the feed connection used exclusively for such emergency lights must be taken from a point on the street side of the main service fuses. Where the source of supply is an isolated plant within same building, an auxiliary service of at least sufficient capacity to supply all emergency lights must be installed from some outside source, or a suitable storage battery within the premises may be considered the equivalent of such service.

Exit and Entrance Lights.

Where illuminated signs are not provided there shall be at least one light within a red globe placed over each exit and entrance opening from the auditorium and stage sections.

Lighting Controls.

All "emergency lights" shall, in addition to the service switch be controlled only by a special switch located in the lobby accessible only to authorized persons.

Guards for Lights in Passages and Corridors.

All lights in passages, corridors, stairways, and wherever else deemed necessary by the Bureau of Buildings, shall be guarded with proper wire network.

Stage Switchboard.

The stage switchboard shall have a metal hood over top, running full length of board and fully protecting same from anything falling from above

Gas.

No light other than electric shall be used in any part of the auditorium and stage sections, except that gas burners not larger than one-foot burners may be used in dressing rooms. These shall have soldered to the fixture strong metal wire guards or screens not less than 10 inches in diameter so constructed that any material in contact therewith shall be out of reach of the flames. There may be gas outlets at each end of the foot-light trough of sufficient size to accommodate three five-foot burners. These lights to be protected by wire guards, same as provided for dressing room jets.

Automatic Sprinkler Equipment.

A standard wet pipe system of approved automatic sprinklers shall be installed throughout the theatre, except in the auditorium, foyers, lobbies, passages and concealed fireproof spaces above and below the auditorium. Sprinklers will not be permitted over dynamos and switchboards and above roof line in stage ventilators.

Water Supply.

There shall be an independent water supply to the automatic sprinklers, which may consist of any of the following:

Gravity Tank.

(a) Gravity tank of not less than ten thousand gallons capacity, and elevated not less than twenty feet above the highest line of sprinklers, except that a gravity tank of not less than five thousand gallons capacity may be permitted where the number of sprinklers within the largest area to which it gives protection does not exceed fifty.

Pressure Tank.

(b) Pressure tank of not less than 7,500 gallons capacity (5,000 gallons of water), located approximately at level of highest line of sprinklers. Tank to contain two-thirds water and one-third air under 75 pounds pressure, except that a pressure tank of not less than 5,000 gallons capacity (3,300 gallons of water) may be permitted where the number of sprinklers within the largest area to which it gives protection does not exceed fifty.

Fire Department Connection.

In addition to one or more of the above required supplies, there shall be an approved Siamese Fire Department connection placed on the outside of the building at each street front installed in accordance with the requirements of the Fire Department and with suitable metal plate with raised letters securely attached to the wall near the connection reading "Automatic Sprinklers."

Standpipes.

Standpipes shall be provided not less than four inches in diameter, of wrought iron or steel galvanized with hose connections, located as follows: One on each side of the stage on each tier, one readily accessible from the property room, the carpenter shop, scenery storage rooms, lobby and elsewhere as may be required by the Fire Department. These standpipes, together with fittings and connections, shall be of such strength as to safely withstand at least 300 pounds water pressure to the square inch when installed and ready for service without leakage at joints, valves or fittings, and shall be provided with hose connections fitted with approved straight composition gate valves at hose outlets, and the thread of all connections shall be uniform with that in use by the Fire Department.

Water Supplies for Standpipes.

Said standpipes shall be kept constantly filled with water under pressure, and shall be supplied by at least one of the following sources:

Gravity Tank.

(a) Gravity tank of not less than 5,000 gallons capacity, and elevated at least twenty feet above the highest hose connection.

Pressure Tank.

(b) Steel pressure tank of not less than 5,000 gallons total capacity (3,300 gallons of water), located on roof or in top story; tank to contain two-thirds water and one-third air under 75 pounds pressure.

Fire Pump.

(c) Fire pump of not less than 500 gallons capacity per minute, arranged to maintain not less than 75 pounds of pressure in standpipe system at all times by means of approved automatic regulator. This pump is to be so located on premises as to be free from damages by fire or other causes. The pump room shall be readily accessible and easy and safe egress for attendant shall be provided. Water shall be taken from an approved source, having sufficient capacity to supply pump for not less than 60 minutes, while pump is delivering its rated capacity. A surge tank of not less than 5,000 gallons capacity shall be provided when the supply from the street main is not sufficient. Power to drive pump, whether steam or electricity, shall be constant and properly safeguarded.

Fire Department Connection.

In addition to one or more of the above required supplies, there shall be an approved Siamese Fire Department connection placed on the outside of building at each street front, installed in accordance with the requirements of the Fire Department, with suitable metal plate having raised letters securely attached to wall near the connection, reading "Standpipe."

Hose.

A sufficient quantity of approved linen or cotton rubber lined hose, 2½ inches in diameter in 50-foot lengths, or enough to cover floor area, shall be kept attached to each hose connection; 25-foot lengths will be permitted in fly galleries. Hose shall be placed on approved racks and fitted with standard couplings at each end. Each line of hose shall be fitted with short play pipe, with one-inch smooth-bore nozzle, and provided with washers at both ends. Spanners shall be located at each hose connection throughout the building.

Additional Fire Appliances.

There shall be on each side of the stage two axes, one twenty-foot, one fifteen-foot and one ten-foot hook, as designated by the Fire Department. There shall be kept in readiness for immediate use one approved carbonic acid gas three-gallon hand fire extinguisher and one forty-gallon cask filled with water, and six fire pails on each side of the stage, under the stage, on each fly-gallery, also in property and other store rooms and in each workshop; said casks and buckets shall be painted red and lettered "For Fire Purposes Only." There shall also be provided at least three approved carbonic acid gas three-gallon hand fire extinguishers for each tier of the auditorium.

Fire Apparatus Under Control of Fire Department.

All apparatus for the extinguishing of fire as provided for by this ordinance, shall be made and kept at all times in condition satisfactory to and under control of the Fire Department.

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

Sec. 3. This ordinance shall take effect immediately.

Which was referred to the Committee on Buildings.

No. 3245.

By Alderman Becker—

Resolved, That permission be and the same is hereby given to United States Mortgage and Trust Company to erect, place and keep an awning in front of premises 2101 Broadway, in the Borough of Manhattan, provided said awning shall be erected so as to conform in all respects with the ordinance in such case made and provided, not be used for advertising purposes; the work to be done at its own expense, under the supervision of the President of the Borough. Such permission to continue only during the pleasure of the Board of Aldermen.

Which was adopted.

No. 3246.

By Alderman Boschen—

Resolved, That permission be and the same is hereby given to B. Gordon & Co. to parade a man with advertising signs through the streets and thoroughfares of the Borough of Manhattan, under the supervision of the Police Department. Such permission to continue only for the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 3247.

By Alderman Brush—

Resolved, That permission be and the same is hereby given to Peter Begley to place and keep a booth within the stoop line at the southwest corner of Amsterdam avenue and 132d street in the Borough of Manhattan, provided the said booth shall be erected so as to conform in all respects with the Ordinance in such case made and provided, not be used for advertising purposes; the work to be done at his own expense, under the direction of the President of the Borough. Such permission to continue only during the pleasure of the Board of Aldermen.

Which was adopted.

No. 3248.

By Alderman Dowling—

Resolved, That permission be and the same is hereby given to Daniel Goodwin to place and keep a booth within the stoop line in front of the northeast corner of 28th street and 8th avenue, in the Borough of Manhattan, provided the said booth shall be erected so as to conform in all respects with the ordinance in such case made and provided, not be used for advertising purposes; the work to be done at his own expense, under the direction of the President of the Borough. Such permission to continue only during the pleasure of the Board of Aldermen.

Which was adopted.

No. 3249.

By the same—

Amendments to Chapter VIII., Part 1., Relating to the Sealing and Inspection of Weights and Measures in The City of New York.

Amend section 387 by striking out the word "Inspector" on the first line after the word "the," and inserting the word "Commissioner."

Amend section 390 by inserting after the word "weight" on the sixth line the words "or measure."

Amend section 391 by striking out the word "Inspector" on the fifth line, after the word "the," and inserting the word "Commissioner." After the word "or" on the fifth line strike out the word "Deputy." After the word "measures" on the sixth line strike out the words "or to any person designated by either of them." After the word "said" on the ninth line strike out the words "officer or person," and insert the words "Commissioner or Inspector." After the word "weight" on the tenth line add the words "or measure." After the word "to" on the thirteenth line strike out the word "some," and after the word "scale" on the same line strike out the words "in the district or." Strike out the fourteenth line entirely and the first four words on the fifteenth line.

Section 392. On the first line after the word "the" strike out the word "Deputy."

Section 395. On the seventeenth line strike out the word "Deputy."

Section 397. Strike on the word "Deputy" on the first line. Strike out the word "Inspector" on the third line and insert the word "Commissioner."

Section 398. Strike out the word "Deputy" on the first line. On the second line strike out the word "monthly" and insert the word "daily." On the second line after the word "the" strike out the word "Inspector" and insert the word "Commissioner." On the last line, strike out the last word "Inspector" and insert the word "Commissioner."

Section 399. On the first line strike out the word "Inspector" and insert the word "Commissioner."

Section 400. Strike out the hyphenated word "Inspector" on the first and second line and add the word "Commissioner." On the second line, after the word "or," strike out the word "Deputy."

Section 401. On the first line strike out the word "Deputy." On the eighth line after the word "the" strike out the word "Inspector" and insert the word "Commissioner."

Section 402. On the first line strike out the word "Deputy." On the third line strike out the word "Inspector" and insert the word "Commissioner."

Section 403. Strike out the word "Deputy" on the first line. Strike out the word "Inspector" on the second line and insert the word "Commissioner." Strike out the word "Deputy" on the third line. Strike out the word "Inspector" on the fifth line and insert the word "Commissioner."

No person, firm or corporation shall sell, offer for sale, or give away any weights, scales, beams, measures of any kind, or the tools, appliances or accessories connected with any and all instruments or mechanical devices for weighing or measuring, intended to be used for the purchase or sale of any commodity or article of merchandise, or for public weighing, within The City of New York, until a type or types of the said weights, scales, beams, measures of every kind, or the tools, appliances or accessories connected with any and all instruments or mechanical devices for measurement or public weighing, with specifications as to construction, shall have been submitted to and approved by the Commissioner of the Mayor's Bureau of Weights and Measures. The Commissioner shall, when said types are approved, designate a serial number, which serial number shall be used in identifying the type approved. A record of the serial numbers and to who furnished shall be kept in the office of the Commissioner of the Mayor's Bureau of Weights and Measures.

Any person, firm or corporation who sells, offers for sale, or gives away within The City of New York any weights, scales, beams, measures of any kind, or the tools, appliances or accessories connected with any and all instruments or mechanical devices for weighing or measuring, intended to be used for the purchase or sale of any commodity or article of merchandise, or for public weighing, that do not comply with the specifications and type submitted and approved by the Commissioner of the Mayor's Bureau of Weights and Measures, as provided in section , shall be liable to a penalty of one hundred dollars for each and every such offense.

Which was referred to the Committee on Laws and Legislation.

No. 3250.

By the same—

Resolved, That permission be and the same is hereby given to T. A. Smith to parade an advertising man through the streets and thoroughfares of the Borough of Manhattan under the supervision of the Police Department. Such permission to continue only for the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 3251.

By Alderman W. Drescher—

Resolved, That permission be and the same is hereby given to M. V. Townsend to place and keep a booth within the stoop line in front of 49 Howard st., in the Borough of Manhattan, provided the said booth shall be erected so as to conform in all respects with the ordinance in such case made and provided, not be used for advertising purposes; the work to be done at his own expense, under the direction of the President of the Borough. Such permission to continue only during the pleasure of the Board of Aldermen.

Which was adopted.

No. 3252.

By the same—

Resolved, That the name of Dominick st., running from Clark st. to Hudson st., in the Borough of Manhattan, be and the same is hereby changed to and shall hereafter be known and designated as Finn st., and the President of the Borough is requested to note the change on the maps and records of The City of New York.

Which was referred to the Committee on Streets, Highways and Sewers.

No. 3253.

By the same—

Resolved, That permission be and the same is hereby given to Louis Siegbert & Bro. to place and keep a booth within the stoop line in front of 114-120 Greene st., in the Borough of Manhattan, provided the said booth shall be erected so as to conform in all respects with the ordinance in such case made and provided, not be used for advertising purposes; the work to be done at their own expense, under the direction of the President of the Borough. Such permission to continue only during the pleasure of the Board of Aldermen.

Which was adopted.

No. 3254.

By Alderman Ehntholt—

Resolved, That, pursuant to the provisions of section 56 of the Greater New York Charter, the establishment in City Departments of grade of position in addition to those heretofore established, as follow:

Title.	Rate per Diem.	Number of Incumbents.
Carpenter	$5 00	Unlimited

Resolved, That the Board of Aldermen hereby requests the heads of City departments in which Carpenters are employed, to provide for the compensation of such mechanics at the rate of five dollars ($5.00) per diem, by the transfer of funds, or by application for an authorization of special revenue bonds in the necessary amount.

Which was referred to the Committee on Salaries and Offices.

No. 3255.

By Alderman Fagan—

Resolved, That permission be and the same is hereby given to Michael McDonald to place and keep a booth within the stoop line in front of the southeast corner of 143d st., and Willis ave., in the Borough of The Bronx, provided the said booth shall be erected so as to conform in all respects with the ordinance in such case made and provided, not be used for advertising purposes; the work to be done at his own ex-

pense, under the direction of the President of the Borough. Such permission to continue only during the pleasure of the Board of Aldermen.

Which was adopted.

No. 3256.

By Alderman Finley—

Resolved, That permission be and the same is hereby given to Moses Koerner to erect, place and keep a storm door within the stoop line in front of 480 Wendover ave., in the Borough of The Bronx, provided the said booth shall be erected so as to conform in all respects with the ordinance in such cases made and provided, not be used for advertising purposes; the work to be done at his own expense, under the direction of the President of the Borough. Such permission to continue only during the pleasure of the Board of Aldermen.

Which was adopted.

No. 3257.

By Alderman Finnigan—

Resolved, That permission be and the same is hereby given to Joseph Schaefer to place and keep a watering trough on the sidewalk near the curb in front of the northeast corner of Johnson and Gardner aves., in the Borough of Brooklyn; the work to be done and water supplied at his own expense, under the direction of the President of the Borough. Such permission to continue only during the pleasure of the Board of Aldermen.

Which was adopted.

No. 3258.

By Alderman Hannon—

Resolved, That permission be and the same is hereby given to the Greenwich Village Club to drive an advertising wagon through the streets and thoroughfares of the Borough of Manhattan under the supervision of the Police Department. Such permission to continue only for the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was referred to the Committee on Streets, Highways and Sewers.

No. 3259.

By the same—

Resolved, That permission be and the same is hereby given to the Manhattan Refrigerating Company to erect, place and keep an awning in front of 90 and 92 Gansevoort st., in the Borough of Manhattan, provided the said awning shall be erected so as to conform in all respects with the ordinance in such case made and provided, not be used for advertising purposes; the work to be done at its own expense, under the direction of the President of the Borough. Such permission to continue only during the pleasure of the Board of Aldermen.

Which was adopted.

No. 3260.

By the same—

Resolved, That the Dock Commissioner be and he is hereby requested to place screens along the sides of the piers on "The Farm," along West st., in the Borough of Manhattan, which is set apart for playground purposes, in order to protect glass from breakage sometimes brought about because of the baseball games engaged in by boys at said place.

Which was adopted.

No. 3261.

By Alderman Heffernan—

Resolved, That permission be and the same is hereby given to P. J. McGrath to drive an advertising wagon, with music, through the streets and thoroughfares of The City of New York under the supervision of the Police Department. Such permission to continue only for the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was referred to the Committee on Streets, Highways and Sewers.

No. 3262.

By Alderman McAleer—

Resolved, That the Commissioner of Docks be and he is hereby requested to pay the Riggers employed in his department the prevailing rate of wages, to wit, $4, instead of $3.50 per day, as now paid.

Which was adopted.

No. 3263.

By Alderman Nicoll—

Resolved, That permission be and the same is hereby given to the National Reference Directory, of 102 W. 42d st., to drive an advertising wagon through the streets and thoroughfares of the Borough of Manhattan under the supervision of the Police Department. Such permission to continue only for the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 3264.

By the same—

Resolved, That permission be and the same is hereby given to H. Beshar & Co., of 5 E. 40th st., to parade an advertising man through the streets and thoroughfares of the Borough of Manhattan under the supervision of the Police Department. Such permission to continue only for the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 3265.

By the same—

Be it Ordained by the Board of Aldermen of The City of New York as follows:

That chapter 7, title 2, article 2, of the Code of Ordinances of The City of New York, be amended by the insertion of another paragraph as follows:

307-A. Every license granted according to the provisions of this title shall have thereon either a photograph of the licensee, or such brief description of his physical characteristics, as may be directed by the Mayor, sufficient to readily identify the licensee thereby.

Which was referred to the Committee on Laws and Legislation.

No. 3266.

By Alderman Schloss—

Resolved, That permission be and the same is hereby given to Max Samuels, of 926 Columbus ave., to parade an advertising man through the streets and thoroughfares of the Borough of Manhattan, under the supervision of the Police Department. Such permission to continue only for the period of thirty days from the receipt hereof from his Honor the Mayor.

Which was adopted.

No. 3267.

By the same—

Whereas, The danger from a possible fire in the subway is one which should be given more than passing thought for the reason that thereby might be entailed a serious loss of life and property; and

Whereas, In July, 1908, the collision of two trains in the subway caused a conflagration which brought about the demolition of a number of empty cars long before the Fire Department could render the slightest service; and

Whereas, It is believed that if a pipe line service was installed the danger from fire in the subway would be minimized, therefore be it

Resolved, That the attention of the Board of Estimate and Apportionment and the Public Service Commission be and hereby is respectfully called to the possibility of fire in the subways with the recommendation that pipe lines be installed in said subways, existing and contemplated, so constructed as to run parallel with the tracks and horizontal connections with the surface at suitable distances, say at least 200 feet apart, so that in the event of a conflagration the Fire Department may not be hampered in the performance of its duties.

Which was adopted.

No. 3268.

By Alderman Smith—

Resolved, That permission be and the same is hereby given to Herman Henry to place and keep a storm door within the stoop line in front of 216 Rivington st., in the Borough of Manhattan, provided the said storm door shall be erected so as to conform in all respects with the ordinance in such case made and provided, not be used for advertising purposes; the work to be done at his own expense, under the direction of the President of the Borough. Such permission to continue only during the pleasure of the Board of Aldermen.

Which was adopted.

No. 3269.

By Alderman Stapleton—

Resolved, That permission be and the same is hereby given to Christ Casino to erect, place and keep storm doors within the stoop lines of his premises, as follows: 10 Madison st., 26 New Bowery and corner of New Bowery and Madison st., in the Borough of Manhattan, provided the said storm doors shall be erected so as to conform in all respects with the ordinance in such case made and provided, not be used for advertising purposes; the work to be done at his own expense, under the direction of the President of the Borough. Such permission to continue only during the pleasure of the Board of Aldermen.

Which was adopted.

No. 3270.

By Alderman Towen—

Resolved, That permission be and the same is hereby given to Comerford Bros. to erect, place and keep storm doors and a booth within the stoop line in front of the northeast corner of 34th st. and 8th ave., in the Borough of Manhattan, provided the said storm doors and booth shall be erected so as to conform in all respects with the ordinance in such case made and provided, not be used for advertising purposes; the work to be done at their own expense, under the direction of the President of the Borough. Such permission to continue only during the pleasure of the Board of Aldermen.

Which was adopted.

No. 3271.

By Alderman White—

Resolved, That, in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and it is hereby requested to authorize the Comptroller to issue special revenue bonds to the amount of one thousand six hundred and thirty-five dollars and sixty-one cents ($1,635.61), the proceeds whereof to be used by the City Clerk and Clerk of the Board of Aldermen for the purpose of paying increases of salaries of employees in the office of the City Clerk and the Board of Aldermen fixed by the Board of Estimate and Apportionment and the Board of Aldermen, and approved by the Mayor, as follows:

Ordinance Clerk	$456 45
Sergeant-at-Arms	380 37
Clerk of Permits for Electric Signs	342 34
Clerk	456 45

Which was referred to the Committee on Finance.

No. 3272.

By Alderman Kenneally—

Resolved, That permission be and the same is hereby given to the New England Theatres Co., Inc., to place and keep two booths within the stoop line in front of the Academy of Music, northeast corner of Irving place and 14th st., in the Borough of Manhattan, provided the said booths shall be erected so as to conform in all respects with the ordinance in such case made and provided, not be used for advertising purposes; the work to be done at its own expense, under the direction of the President of the Borough. Such permission to continue only during the pleasure of the Board of Aldermen.

Which was adopted.

Alderman White moved that the Board do now adjourn.

The Vice-Chairman put the question whether the Board would agree with said motion.

Which was decided in the affirmative.

And the Vice-Chairman declared that the Board stood adjourned until Tuesday, April 11, 1911, at 1.30 o'clock p. m.

P. J. SCULLY, City Clerk and Clerk of the Board of Aldermen.

Board of Education.

March 25.

The Board of Education has entered into contracts with the following named contractors: Baron Printing Co., 20 Chatham Square, for printing, etc.; surety, Massachusetts Bonding & Insurance Co. H. C. Hallenbeck, 497 Pearl st., for printing, etc.; surety, American Surety Co. The Garlock Packing Co., 114 Liberty st., for furnishing general supplies; surety, The Empire State Surety Co. Geo. T. Montgomery, 105 Fulton st., for furnishing general supplies; surety, Federal Union Surety Co. Hawkes-Jackson Co., 38 Murray st., for furnishing general supplies; surety, American Surety Co. Samuel Lewis, 5 Front st., for furnishing general supplies; surety, American Surety Co. M. J. Tobin, 318 Broadway, for furnishing general supplies; surety, The Empire State Surety Co. Binney & Smith Co., 81 Fulton st., for furnishing general supplies; surety, The Title Guaranty & Surety Co. Silver, Burdett & Co., 231 W. 39th st., for furnishing text-books, etc.; surety, American Surety Co. Edgar Mels, 17 W. 42d st., for furnishing text-books, etc.; surety, The Title Guaranty & Surety Co. The A. S. Barnes Co., 11 E. 24th st., for furnishing library books; surety, United States Guarantee Co. Ward & Drummond Co., 27 E. 22d st., for furnishing library books; surety, American Surety Co. Hinds, Noble & Eldridge, 35 W. 15th st., for furnishing library books; surety, The Empire State Surety Co.

American Ice Co., 28th st. and Broadway, for furnishing truant school supplies; surety, United States Fidelity & Guaranty Co. Strauss Bros., 619 Pacific st., Brooklyn., for furnishing truant school supplies; surety, The Empire State Surety Co. Samuel E. Hunter, 110 Murray st., for furnishing truant school supplies; surety, The Empire State Surety Co. Burton & Davis Co., 200 Franklin st., for furnishing truant school supplies; surety, The Empire State Surety Co. Atlantic Coast Sand Co., 1 Broadway, for furnishing general supplies; surety, American Bonding Co. of Baltimore. Putnam & Co., 244 Water st., for furnishing general supplies; surety, National Surety Co. The J. W. Pratt Co., 52 Duane st., for furnishing general supplies; surety, National Surety Co. Doubleday, Page & Co., Garden City, L. I., for furnishing library books; surety, United States Fidelity & Guaranty Co.

A. E. PALMER, Secretary.

The Board of Education has entered into contracts with the following named contractors:

The Baker & Taylor Co., 33 East 17th st., for furnishing library books; surety, United States Guarantee Co.

J. Friedman, 320 East 118th st., for furniture, Item 4, for new Public School 77, Queens; surety, The Empire State Surety Co.

J. Friedman, 320 East 118th st., for furniture, Item 2, for addition to Public School 58, Queens; surety, The Empire State Surety Co.

L. E. Knott Apparatus Co., 16 Harcourt st., Boston, Mass., for general apparatus, etc., for the day high schools and training schools for teachers; surety, The United States Fidelity & Guaranty Co.

William Elliott & Sons, 42 Vesey st., for general apparatus, etc., for the day high schools and training schools for teachers; surety, The United States Fidelity & Guaranty Co.

O. T. Louis Co., 59 5th ave., for general apparatus, etc., for the day high schools and training schools for teachers; surety, The United States Fidelity & Guaranty Co.

The Emil Greiner Co., 45 Cliff st., for general apparatus, etc., for the day high schools and training schools for teachers; surety, The Empire State Surety Co.

Parex Mfg. Co., 249 Pearl st., for general apparatus, etc., for the day high schools and training schools for teachers; surety, The Empire State Surety Co.

The Metropolitan Printing Co., 121 West 39th st., for printing, stationery, etc.; surety, American Surety Company.

John A. Bumstead, 149 Church st., for furnishing and delivering general supplies; surety, The Title Guaranty & Surety Co.

John J. Foley, 616 Grand st., Brooklyn, for conveying pupils to and from public schools in the Borough of Brooklyn; surety, The Peoples' Surety Company.

The Manhattan Supply Company, 127 Franklin st., for furniture, Item 2, at new Public School 77, Borough of Queens; surety, United States Guarantee Company.

Richmond School Furniture Co., 16 Court st., Brooklyn, for furniture, Item 1, at new Public School 77, Borough of Queens; surety, The Empire State Surety Co.

Richmond School Furniture Co., 16 Court st., Brooklyn, for furniture, Item 1, for addition to Public School 58, Borough of Queens; surety, The Empire State Surety Co.

A. E. PALMER, Secretary.

Department of Correction.

Abstract of Transactions for the Week Ending March 11, 1911.

Communications received: From City Prison, Manhattan—Report of fines received during week ending March 4, 1911: Supreme Court, $100; Court of Special

Sessions, $775; City Magistrates' Court, $42; total, $917.

From District Prisons—Report of fines received during week ending March 4, 1911: City Magistrates' Courts, $336.

From Penitentiary, Blackwells Island—List of prisoners received during week ending March 4, 1911: Men, 58; women, 2.

From Workhouse, Blackwells Island—Reporting that fines paid at the Workhouse during week ending March 4, 1911, amounted to $47.

Death at the Workhouse on March 4, 1911, of John Campbell, aged 43 years. Friends notified.

From Branch Workhouse, Harts Island—Death, on March 7, 1911, of Charles Widmeyer, aged 52 years. Friends notified.

From City Cemetery—List of interments week ending March 4, 1911.

From City Prison, Brooklyn—Report of fines received during week ending March 4, 1911: Court of Special Sessions, $50; City Magistrates' Courts, $8; total, $58.

Deaths at City Prison, Brooklyn—On March 4, 1911, Mary Crowley, aged 70 years; on March 8, 1911, Gus. Krokavich, aged 73 years. Cause, apoplexy.

Contracts Awarded—Bids opened February 7, 1911: Cavanagh Bros. & Co., bed frame castings, iron pipe, etc., $1,221.78; surety, United States Fidelity & Guaranty Co.

Manhattan Supply Co., sundries, $4,564.25; surety, United States Guarantee Co.

Appointed—John Sweeney, Instructor in Industries (Carpentry), at New York City Reformatory, Harts Island, pending establishment of an eligible list. Salary at the rate of $1,200 per annum; to date from March 1, 1911. Dr. Louis Griessman, designated to act as Veterinarian, from March 8, 1911, at compensation not to exceed $750 per annum, at regular charge for visits and medicines.

Died—On March 8, 1911, James Degnan, Keeper at Workhouse, Blackwells Island.

Dropped from the Roll—Michael Dempsey, Orderly, at $360 per annum, at Branch Workhouse, Harts Island, to take effect March 10, 1911, for absence from duty without leave.

Salaries of Keepers Increased—Martin McDonnell, District Prisons, from $1,050 to $1,200 per annum; James Degnan, Workhouse, Blackwells Island, from $1,050 to $1,200 per annum; Eugene J. McCormack, Penitentiary, Blackwells Island, from $800 to $900 per annum; John J. Kennedy, Penitentiary, Blackwells Island, from $800 to $900 per annum; James J. Brogan, Penitentiary, Blackwells Island, from $800 to $900 per annum.

PATRICK A. WHITNEY, Commissioner.

Abstract of Transactions for the Week Ending March 18, 1911.

Communications Received: From City Prison, Manhattan—Fines received during week ending March 11, 1911: Court of Special Sessions, $30; City Magistrates' Court, $17; total, $47.

From District Prisons—Fines received during week ending March 11, 1911: City Magistrates' Courts, $408.

Penitentiary, Blackwells Island—Prisoners received during week ending March 11, 1911: Men, 47; women, 3.

Workhouse, Blackwells Island—Fines paid at Workhouse during the week ending March 11, 1911, $47.

City Cemetery, Harts Island—List of interments, week ending March 11, 1911.

City Prison, Brooklyn—Fines received, week ending March 11, 1911: City Magistrates' Courts, $9.

Contract Awarded—Bid of February 7, 1911: Thomas C. Dunham, Inc., paints, oils, etc., $3,675.08; surety, The United States Fidelity and Guaranty Company.

Appointed: Thomas J. O'Donnell, Keeper at the New York City Reformatory, Harts Island, at $800 per annum, to date from March 17, 1911.

PATRICK A. WHITNEY, Commissioner.

Department of Bridges.

Abstract of Transactions of the Department of Bridges for the Week Ending March 18, 1911.

Requisitions drawn on Comptroller—Contracts, $2,610; open market orders, $4,347.63; miscellaneous vouchers, $267.62; pay rolls, $15,860.59; total, $23,085.84.

Statement of moneys received—New York and Brooklyn Bridge—Rents, $172; privileges, $3; material and labor, $1,155.25; tolls, roadway, $1,367.69; tolls, trolley cars, $4,350.65; tolls, elevated railways, $2,662.20; total, $9,710.79. Manhattan Bridge—Tolls, roadway, $1,811.85. Williamsburgh Bridge—Tolls, roadways, $2,352.36; tolls, trolley cars, $2,274.05; total, $4,626.41. Queensboro Bridge—Tolls, roadway, $1,125.59. Miscellaneous, $1,001.50; total, $18,276.14.

Open market orders issued (cost estimated)—March 14—John Morton's Sons Co., gravel, $4; Ronco Co., pencil sharpener, $8.50. March 15—Crouch & Fitzgerald, paper carrier, $9.40; Jas. S. Barron & Co., lanterns, etc., $37.69; The Egry Register Co., manifolder and tickets, $27.75; A. J. & J. J. McCollum, coal, $9.50; N. Y. & Brooklyn Bridge, auto. storage, cleaning, repairs, etc., $29.99; National Carbon Co., carbons, $51.20; Standard Oil Co. of N. Y., naphtha, $50. March 16—American Mason Safety Tread Co., safety treads, $355.05; Edward S. Kiernan, window glass, $17.60; Standard Waterproofing & Conduit Co., Marco Marine, $107.10. March 17—Thos. J. Tuomey, plumbing repairs, $75; Newtown Creek Towing Co., tug hire, $80; N. Y. & Brooklyn Bridge, repairs, etc., $100. March 18—Williamsburgh Bridge, materials for repairs and replacements, $50; The Burnet Co., electrical supplies, $21.23; Ostrander & Co., electrical supplies, $75; Thos. W. Kiley & Co., hardware, $75.

KINGSLEY L. MARTIN, Commissioner.

Borough of Richmond.

Bureau of Buildings.

Operations of the Bureau of Buildings, Borough of Richmond, for the week ending March 25, 1911—Plans filed for new buildings (estimated cost, $24,920), 15; plans filed for alterations (estimated cost, $8,530), 15; plans filed for plumbing (estimated cost, $4,056), 18; construction inspections made, 299; plumbing and drainage inspections made, 64; violations of law reported, 1; demolition permits granted, 1; moving permits granted, 3; modifications of the law allowed as regards concrete footings under foundations, 3.

JOHN SEATON, Superintendent of Buildings.

CHANGES IN DEPARTMENTS, ETC.

EXECUTIVE DEPARTMENT.

April 4.—The Mayor, under date of March 22, 1911, appointed the following Inspectors of Complaints in the Bureau of Licenses: John S. Spietaler, 290 E. 91st st., Borough of Manhattan; Patrick A. Keane, 201 W. 130th st., Borough of Manhattan.

PRESIDENT OF THE BOARD OF ALDERMAN.

April 4.—Transferred: On April 1, 1911, Frank J. Purcell, Second Grade Clerk, from the Commissioner of Accounts, office to this office, at a salary of $900 per annum.

BOARD OF ESTIMATE AND APPORTIONMENT.

April 4.—By resolution adopted by the Board of Estimate and Apportionment March 2, 1911, the salary of James D. McGann, 213 Madison st., Borough of Brooklyn, Clerk, Division of Franchises, was fixed at $2,400 per annum, upon the establishment of the grade of such position. The establishment of the grade of such position became effective March 28, 1911.

LAW DEPARTMENT.

April 5—Miss Gertrude F. C. Nester has declined an appointment as Stenographer and Typewriter in this Department and her appointment is therefore cancelled.

Miss Mildred A. Harnett and Miss Renee Plummer, Stenographers and Typewriters, Second Grade, have been transferred from the Health Department to this Department, at an annual salary of $750, to take effect at the opening of business on April 1, 1911.

DEPARTMENT OF BRIDGES.

April 4.—Appointed to the position of Bridge Tender and compensation fixed at $900 per annum: Thomas F. Savage, 88 E. Broadway; Jacob Peifer, 658 E. 228th st., Bronx.

April 5.—Michael Rafferty, 504 E. 135th st., The Bronx, is transferred from the position of Attendant in the Office of the President of the Borough of Manhattan to that of Bridge Tender in the Department of Bridges, and his compensation fixed at $900 per annum, to date from April 10, 1911.

I. Bennett Zinn, 168 E. 61st st., New York City, is transferred as Stenographer and Typewriter, from the Office of the Department of Education to the Department of Bridges, and his compensation fixed at $1,200 per annum, to date from April 10, 1911.

BOARD OF WATER SUPLY.

April 4.—The following appointees reported for duty on dates designated: Michael J. Joyce, 796 Park place, Brooklyn, N. Y., Sergeant, $100 per month, March 15, 1911; James B. O'Brien, 1104 Lincoln place, Brooklyn, N. Y., Sergeant, $100 per month, March 16, 1911; George M. Pyne, 15 2d place, Brooklyn, N. Y., Sergeant, $100 per month, March 17, 1911; Leo Golde, 412 E. 202d st., Sergeant, $100 per month, March 20, 1911; James J. Boyle, 404 E. 242d st., Yonkers, N. Y., Sergeant, $100 per month, March 20, 1911; David Sturmwald, 1168 Myrtle ave., Brooklyn, N. Y., Patrolman, $75 per month, March 15, 1911; Arnold H. Herman, 776 De Kalb ave., Brooklyn, N. Y., Patrolman, $75 per month, March 27, 1911; Henry A. Bornholdt, 701 Elton ave., Sergeant, $75 per month, March 28, 1911; Robert C. Palmer, Yorktown Heights, Caretaker, $50 per month, March 20, 1911; George H. Mason, Van Cortlandtville, N. Y., Janitor, $480 per annum, April 1, 1911.

DEPARTMENT OF DOCKS AND FERRIES.

April 3.—The resignation of John Tietjen, Dock Laborer, to take effect March 30, has been accepted.

BOARD OF EDUCATION.

April 4.—The following employees in the New York Nautical School were discharged on March 31, 1911, at their own request: Henning Oscar Hansen, Seaman; E. L. Gustafsson, Seaman; Olaf Larsen, Seaman; Albert Prussanssky, Seaman; Frank Peterson, Ship's Cook; H. Wata, Cabin Steward.

The following shipped in the New York Nautical School on April 1, 1911: G. W. Kent, Seaman, $30 per month; Charles Johnson, Seaman, $30 per month; Axel Danson, Seaman, $30 per month; Jens Sorensen, Seaman, $30 per month; Richard Walker, Ship's Cook, $30 per month.

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 the places where such offices are kept and such Courts are held, together with the heads of Departments and Courts.

CITY OFFICES.

MAYOR'S OFFICE.

No. 5 City Hall, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone 8020 Cortlandt.
WILLIAM J. GAYNOR, Mayor.
Robert Adamson, Secretary.
William B. Meloney, Executive Secretary.
James A. Rierdon, Chief Clerk and Bond and Warrant Clerk.

BUREAU OF WEIGHTS AND MEASURES.

Room 7, City Hall, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
John L. Walsh, Commissioner.
Telephone, 4334 Cortlandt.

BUREAU OF LICENSES.

9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 8020 Cortlandt.
Francis V. S. Oliver, Jr., Chief of Bureau.
Principal Office, Room 1, City Hall.
Branch Office, Room 12A, Borough Hall, Brooklyn.
Branch Office, Richmond Borough Hall, Room 23, New Brighton, S. I.
Branch Office, Hackett Building, Long Island City, Borough of Queens.

ARMORY BOARD.

Mayor William J. Gaynor, the Comptroller, William A. Prendergast; the President of the Board of Aldermen, John Purroy Mitchel; Brigadier-General George Moore Smith, Brigadier-General John G. Eddy, Commodore J. W. Miller, the President of the Department of Taxes and Assessments, Lawson Purdy.
Clark D. Rhinehart, Secretary, Room 6, Basement, Hall of Records, Chambers and Centre streets.
Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 3900 Worth.

ART COMMISSION.

City Hall, Room 21.
Telephone call, 1197 Cortlandt.
Robert W. de Forest, Trustee Metropolitan Museum of Art, President; Herbert Adams, Sculptor, Vice-President; Charles Howland Russell, Trustee of New York Public Library, Secretary; A. Augustus Healy, President of the Brooklyn Institute of Arts and Sciences; William J. Gaynor, Mayor of The City of New York; Frederic B. Pratt, Francis C. Jones, Painter; R. T. H. Halsey, I. N. Phelps Stokes, Architect; John Bogart.
John Quincy Adams, Assistant Secretary.

BELLEVUE AND ALLIED HOSPITALS.

Office, Bellevue Hospital, Twenty-sixth street and First avenue.
Telephone, 4400 Madison Square.
Board of Trustees—Dr. John W. Brannan, President; James K. Paulding, Secretary; Arden M. Robbins, James A. Farley, Samuel Sachs, Leopold Stern; John G. O'Keeffe, Michael J Drummond, ex-officio.
General Medical Superintendent, Dr. W. H Smith.

BOARD OF ALDERMEN.

No. 11 City Hall, 10 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m.
Telephone, 7560 Cortlandt.
John Purroy Mitchel, President.
P. J. Scully, City Clerk.

BOARD OF ASSESSORS.

Office, No. 320 Broadway, 9 a. m. to 5 p. m.; Saturdays, 12 m.
Joseph P. Hennessy, President.
William C. Ormond.
Antonio C. Astarita.
Thomas J. Drennan, Secretary.
Telephone, 29, 30 and 31 Worth.

BOARD OF AMBULANCE SERVICE.

President, Commissioner of Police, James C. Cropsey; Secretary, Commissioner of Public Charities, M. J. Drummond; Dr. John W. Brannan, President of the Board of Trustees of Bellevue and Allied Hospitals; Dr. Royal S. Copeland, Wm. I. Spiegelberg.
Office of Secretary, Foot of East 26th street. Telephone, Madison Square 7400.

BOARD OF ELECTIONS.

Headquarters, General Office, No. 107 West Forty-first street.
J. Gabriel Britt, President; William Leary, Secretary; J. Grattan MacMahon, Commissioner; John E. Smith, Commissioner.
Michael T. Daly, Chief Clerk.
Telephone, 2946 Bryant.

BOROUGH OFFICES.

Manhattan.
No. 112 West Forty-second street.
William C. Baxter, Chief Clerk.
Telephone, 2946 Bryant.

The Bronx.
One Hundred and Thirty-eighth street and Mott avenue (Solingen Building).
John L. Burgoyne, Chief Clerk.
Telephone, 336 Melrose.

Brooklyn.
No. 42 Court street (Temple Bar Building).
George Russell, Chief Clerk.
Telephone, 693 Main.

Queens.
No. 46 Jackson avenue, Long Island City.
Carl Voegel, Chief Clerk.
Telephone, 663 Greenpoint.

Richmond.
Borough Hall, New Brighton, S. I.
Alexander M. Ross, Chief Clerk.
Telephone, 1000 Tompkinsville.
All offices open from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

BOARD OF ESTIMATE AND APPORTIONMENT.

The Mayor, Chairman; the Comptroller, President of the Board of Aldermen, President of the Borough of Manhattan, President of the Borough of Brooklyn, President of the Borough of The Bronx, President of the Borough of Queens, President of the Borough of Richmond.

OFFICE OF THE SECRETARY.

No. 277 Broadway, Room 1406. Telephone, 2280 Worth.
Joseph Haag, Secretary; William M. Lawrence, Assistant Secretary; Charles V. Adee, Clerk to Board.

OFFICE OF THE CHIEF ENGINEER.

Nelson P. Lewis, Chief Engineer, No. 277 Broadway, Room 1408. Telephone, 2281 Worth.
Arthur S. Tuttle, Engineer in charge Division of Public Improvements, No. 277 Broadway, Room 1408. Telephone, 2281 Worth.
Harry P. Nichols, Engineer in charge Division of Franchises, No. 277 Broadway, Room 801, Telephone, 2282 Worth.
Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

BOARD OF EXAMINERS.

Rooms 6027 and 6028, Metropolitan Building, No. 1 Madison avenue, Borough of Manhattan, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 5840 Gramercy.
George A. Just, Chairman. Members: William Crawford, Charles Buek, Lewis Harding, Charles G. Smith, Edward F. Croker, William A. Boring and George A. Just.
Edward V. Barton, Clerk.
Board meeting every Tuesday at 2 p. m.

BOARD OF PAROLE OF THE NEW YORK CITY REFORMATORY OF MISDEMEANANTS.

Office, No. 148 East Twentieth street.
Patrick A. Whitney, Commissioner of Correction, President.
Wm. E. Wyatt, Judge, Special Sessions, First Division.
Robert J. Wilkin, Judge, Special Sessions, Second Division.
Frederick B. House, City Magistrate, First Division.
Edward J. Dooley, City Magistrate, Second Division.
Samuel B. Hamburger, John C. Heintz, Rosario Maggio, Richard E. Troy.
Thomas R. Minnick, Secretary.
Telephone, 1047 Gramercy.

BOARD OF REVISION OF ASSESSMENTS.

William A. Prendergast, Comptroller.
Archibald R. Watson, Corporation Counsel.
Lawson Purdy, President of the Department of Taxes and Assessments.
John Korb, Jr., Chief Clerk, Finance Department, No. 280 Broadway.
Telephone, 1200 Worth.

BOARD OF WATER SUPPLY.

Office, No. 165 Broadway.
Charles Strauss, President; Charles N. Chadwick and John F. Galvin, Commissioners.
Joseph P. Morrissey, Secretary.
J. Waldo Smith, Chief Engineer.
Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 4310 Cortlandt.

COMMISSIONER OF ACCOUNTS.

Raymond B. Fosdick, Commissioner of Accounts.
Rooms 114 and 115, Stewart Building, No. 280 Broadway, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 4315 Worth.

CHANGE OF GRADE DAMAGE COMMISSION.

Office of the Commission, Room 219, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City.
William D. Dickey, Michael J. Flaherty, David Robinson, Commissioners. Lamont McLoughlin, Clerk.
Regular advertised meetings on Monday, Tuesday and Thursday of each week at 2 o'clock p. m.
Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 3254 Worth.

CITY CLERK AND CLERK OF THE BOARD OF ALDERMEN.

City Hall, Rooms 11, 12; 10 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m.
Telephone, 7560 Cortlandt.
P. J. Scully, City Clerk and Clerk of the Board of Aldermen.
Joseph F. Prendergast, First Deputy.
John T. Oakley, Chief Clerk of the Board of Aldermen.
Joseph V. Sculley, Clerk, Borough of Brooklyn.
Matthew McCabe, Deputy City Clerk, Borough of The Bronx.
George D. Frenz, Deputy City Clerk, Borough of Queens.
Joseph F. O'Grady, Deputy City Clerk, Borough of Richmond.

CITY RECORD OFFICE.

BUREAU OF PRINTING, STATIONERY AND BLANK BOOKS.

Supervisor's Office, Park Row Building, No. 21 Park Row. Entrance, Room 809, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 1505 and 1506 Cortlandt.

Distributing Division, Nos. 96 and 98 Reade street, near West Broadway.
David Ferguson, Supervisor; Henry McMillen, Deputy Supervisor; C. McKemie, Secretary.

COMMISSIONER OF LICENSES.

Office, No. 277 Broadway.
Herman Robinson, Commissioner.
Samuel Prince, Deputy Commissioner.
John J. Caldwell, Secretary.
Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 2828 Worth.

COMMISSIONERS OF SINKING FUND.

William J. Gaynor, Mayor, Chairman; William A. Prendergast, Comptroller; Charles H. Hyde, Chamberlain; John Purroy Mitchel, President of the Board of Aldermen, and Frank L. Dowling, Chairman Finance Committee, Board of Aldermen, members; Henry J. Walsh, Deputy Chamberlain, Secretary.
Office of Secretary, Room 69, Stewart Building, No. 280 Broadway, Borough of Manhattan.
Telephone, 4270 Worth.

DEPARTMENT OF BRIDGES.

Nos. 13-21 Park Row.
Kingsley L. Martin, Commissioner.
William H. Sinnott, Deputy Commissioner.
Edgar E. Schiff, Secretary.
Office hours, 9 a. m. to 5 p. m.
Saturdays, 9 a. m. to 12 m.
Telephone, 6080 Cortlandt.

DEPARTMENT OF CORRECTION.

CENTRAL OFFICE.

No. 148 East Twentieth street. Office hours from 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 1047 Gramercy.
Patrick A. Whitney, Commissioner.
William J. Wright, Deputy Commissioner.
John B. Fitzgerald, Secretary.

DEPARTMENT OF DOCKS AND FERRIES.

Pier "A," N. R., Battery place.
Telephone, 300 Rector.
Calvin Tomkins, Commissioner.
B. F. Cresson, Jr., Deputy Commissioner.
William J. Barney, Secretary.
Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

DEPARTMENT OF EDUCATION.

BOARD OF EDUCATION.

Park avenue and Fifty-ninth street, Borough of Manhattan, 9 a. m. to 5 p. m. (in the month of August, 9 a. m. to 4 p. m.); Saturdays, 9 a. m. to 12 m.
Stated meetings of the Board are held at 4 p. m. on the first Monday in February, the second Wednesday in July, and the second and fourth Wednesdays in every month, except July and August.
Richard B. Aldcroftt, Jr.; Reba C. Bamberger (Mrs.); Nicholas J. Barrett, Charles E. Bruce, M. D.; Joseph E. Cosgrove, Francis P. Cunnion, Thomas M. De Laney, Martha Lincoln Draper (Miss); Horace E. Dresser, Alexander Ferris, George J. Gillespie, John Greene, Robert L. Harrison, Louis Haupt, M. D.; Hugo Kanzler, Max Katzenberg, Olivia Leventritt (Miss); Jeremiah T. Mahoney, Alrick H. Man, John Martin, Robert E. McCafferty, Dennis J. McDonald, M. D.; Patrick F. McGowan, Herman A. Metz, Ralph McKee, Frank W. Meyer, Augustus G. Miller, George C. Miller, Louis Newman, Antonio Pisani, M. D.; Alice Lee Post (Mrs.), Helen C. Robbins (Mrs.), Arthur S. Somers, Abraham Stern, M. Samuel Stern, Cornelius J. Sullivan, James E. Sullivan, Michael J. Sullivan, Bernard Suydam, Rupert B. Thomas, John R. Thompson, Alphonse Weiner, John Whalen, Frank D. Wilsey, George W. Wingate, Egerton L. Winthrop, Jr., members of the Board.
Egerton L. Winthrop, Jr., President.
John Greene, Vice-President.
A. Emerson Palmer, Secretary.
Fred H. Johnson, Assistant Secretary.
C. B. J. Snyder, Superintendent of School Buildings.
Patrick Jones, Superintendent of School Supplies.
Henry R. M. Cook, Auditor.
Thomas A. Dillon, Chief Clerk.
Henry M. Leipziger, Supervisor of Lectures
Claude G. Leland, Superintendent of Libraries
A. J. Maguire, Supervisor of Janitors.

BOARD OF SUPERINTENDENTS.

William H. Maxwell, City Superintendent of Schools, and Andrew W. Edson, John H. Haaren, Clarence E. Meleney, Thomas S. O'Brien, Edward B. Shallow, Edward L. Stevens, Gustave Straubenmuller, John H. Walsh, Associate City Superintendents.

DISTRICT SUPERINTENDENTS.

Darwin L. Bardwell, William A. Campbell, John J. Chickering, John W. Davis, John Dwyer, James M. Edsall, Matthew J. Elgas, William L. Ettinger, Cornelius D. Franklin, John Griffin, M. D.; Ruth E. Granger, John L. N. Hunt, Henry W. Jameson, James Lee, Charles W. Lyon, James J. McCabe, William J. O'Shea, Julia Richman, Alfred T. Schauffler, Alfred Shiels, Edgar Dubs Shimer, Seth T. Stewart, Edward W. Stitt, Grace C. Strachan, Joseph S. Taylor, Joseph H. Wade.

BOARD OF EXAMINERS.

William H. Maxwell, City Superintendent of Schools, and James C. Byrnes, Walter L. Hervey, Jerome A. O'Connell, George J. Smith, Examiners.

BOARD OF RETIREMENT.

Egerton L. Winthrop, Jr., Abraham Stern, Cornelius J. Sullivan, William H. Maxwell, Josephine E. Rogers, Mary A. Curtis, Lyman A. Best, Principal, P. S. 108, Brooklyn, Secretary
Telephone, 5580 Plaza.

DEPARTMENT OF FINANCE.

Stewart Building, Chambers street and Broadway, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 1200 Worth.
WILLIAM A. PRENDERGAST, Comptroller
Douglas Mathewson and Edmund D. Fisher, Deputy Comptrollers.
Hubert L. Smith, Assistant Deputy Comptroller.
George L. Tirrell, Secretary to the Department.
Thomas W. Hynes, Supervisor of Charitable Institutions.
Walter S. Wolfe, Chief Clerk.

BUREAU OF AUDIT.

Henderson M. Wolfe, Chief Auditor of Accounts, Room 29.
Duncan Mac Innes, Chief Accountant and Bookkeeper.
John J. Kelly, Auditor of Disbursements.
H. H. Rathyen, Auditor of Receipts.
James J. Munro, Chief Inspector.

LAW AND ADJUSTMENT DIVISION.

Albert E. Hadlock, Auditor of Accounts, Room 185.

BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS.

Charles S. Hervey, Supervising Statistician and Examiner, Room 180.

STOCK AND BOND DIVISION.

James J. Sullivan, Chief Stock and Bond Clerk, Room 85.

OFFICE OF THE CITY PAYMASTER.

No. 83 Chambers street and No. 65 Reade street.
John H. Timmerman, City Paymaster.

DIVISION OF REAL ESTATE.

Charles A. O'Malley, Appraiser of Real Estate. Room 103, No. 280 Broadway.

DIVISION OF AWARDS.

Joseph R. Kenny, Bookkeeper in Charge, Rooms 155 and 157, No. 280 Broadway.

BUREAU FOR THE COLLECTION OF TAXES.

Borough of Manhattan—Stewart Building, Room O.
Frederick H. E. Ebstein, Receiver of Taxes.
John J. McDonough and Sylvester L. Malone, Deputy Receivers of Taxes.
Borough of The Bronx—Municipal Building, Third and Tremont avenues.
Edward H. Healy and John J. Knewitz, Deputy Receivers of Taxes.
Borough of Brooklyn—Municipal Building, Rooms 2-8.
Alfred J. Boulton and David E. Kemlo, Deputy Receivers of Taxes.
Borough of Queens—Municipal Building, Court House Square, Long Island City.
William A. Beadle and Thomas H. Green, Deputy Receivers of Taxes.
Borough of Richmond—Borough Hall, St. George, New Brighton.
John De Morgan and Edward J. Loveti, Deputy Receivers of Taxes.

BUREAU FOR THE COLLECTION OF ASSESSMENTS AND ARREARS.

Borough of Manhattan, Stewart Building, Room E.
Daniel Moynahan, Collector of Assessments and Arrears.
Deputy Collector of Assessments and Arrears.
Borough of The Bronx—Municipal Building, Rooms 1-3.
Charles F. Bradbury, Deputy Collector of Assessments and Arrears.
Borough of Brooklyn—Mechanics' Bank Building, corner Court and Montague streets.
Theodore G. Christmas, Deputy Collector of Assessments and Arrears.
Borough of Queens—Municipal Building, Court House Square, Long Island City.
——— Deputy Collector of Assessments and Arrears.
Borough of Richmond—St. George, New Brighton.
Edward W. Berry, Deputy Collector of Assessments and Arrears.

BUREAU FOR THE COLLECTION OF CITY REVENUE AND OF MARKETS.

Stewart Building, Chambers street and Broadway, Room K.
Sydney H. Goodacre, Collector of City Revenue and Superintendent of Markets.

BUREAU OF THE CHAMBERLAIN.

Stewart Building, Chambers street and Broadway, Rooms 63 to 67.
Charles H. Hyde, Chamberlain.
Henry J. Walsh, Deputy Chamberlain.
Office hours, 9 a. m. to 5 p. m.
Telephone, 4270 Worth.

DEPARTMENT OF HEALTH.

Southwest corner of Fifty-fifth street and Sixth avenue, Borough of Manhattan, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Burial Permit and Contagious Disease offices always open.
Telephone, 4900 Columbus.
Ernst J. Lederle, Commissioner of Health and President.
Alvah H. Doty, M. D.; James C. Cropsey, Commissioners.
Eugene W. Scheffer, Secretary.
Herman M. Biggs, M. D., General Medical Officer.
Walter Bensel, M. D., Sanitary Superintendent.
William H. Guilfoy, M. D., Registrar of Records.
James McC. Miller, Chief Clerk.

Borough of Manhattan.

Alonzo Blauvelt, M. D., Assistant Sanitary Superintendent; George A. Roberts, Assistant Chief Clerk.
Charles J. Burke, M. D., Assistant Registrar of Records.

Borough of The Bronx, No. 3731 Third Avenue

Marion B. McMillan, M. D., Assistant Sanitary Superintendent; Ambrose Lee, Jr., Assistant Chief Clerk; Arthur J. O'Leary, M. D., Assistant Registrar of Records.

Borough of Brooklyn, Flatbush avenue, Willoughby and Fleet streets.

Traverse R. Maxfield, M. D., Assistant Sanitary Superintendent; Alfred T. Metcalfe, Assistant Chief Clerk; S. J. Byrne, M. D., Assistant Registrar of Records.

Borough of Queens, Nos. 372 and 374 Fulton street, Jamaica.

John H. Barry, M. D., Assistant Sanitary Superintendent; George R. Crowly, Assistant Chief Clerk; Robert Campbell, M. D., Assistant Registrar of Records.

Borough of Richmond, No. 514 Bay street, Stapleton, Staten Island.

John T. Sprague, M. D., Assistant Sanitary Superintendent; Charles E. Hoyer, Assistant Chief Clerk.

DEPARTMENT OF PARKS.

Charles B. Stover, Commissioner of Parks for the Boroughs of Manhattan and Richmond, and President Park Board.
Clinton H. Smith, Secretary.
Offices, Arsenal, Central Park.
Telephone, 201 Plaza.
Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Michael J. Kennedy, Commissioner of Parks for the Boroughs of Brooklyn and Queens.
Offices, Litchfield Mansion, Prospect Park, Brooklyn.
Office hours, 9 a. m. to 5 p. m.
Telephone, 2300 South.
Thomas J. Higgins, Commissioner of Parks for the Borough of The Bronx.
Office, Zbrowski Mansion, Claremont Park.
Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 2640 Tremont.

PERMANENT CENSUS BOARD.

Hall of Board of Education, No. 500 Park avenue, third floor. Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
The Mayor, City Superintendent of Schools and Police Commissioner. George H. Chatfield Secretary.
Telephone. 5752 Plaza.

DEPARTMENT OF PUBLIC CHARITIES.

PRINCIPAL OFFICE.

Foot of East Twenty-sixth street, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 7400 Madison Square.
Michael J. Drummond, Commissioner.
Frank J. Goodwin, First Deputy Commissioner.
William J. McKenna, Third Deputy Commissioner.
Thomas L. Fogarty, Second Deputy Commissioner for Brooklyn and Queens, Nos. 327 to 331 Schermerhorn street, Brooklyn. Telephone, 2977 Main.
J. McKee Borden, Secretary.
Plans and Specifications, Contracts, Proposals and Estimates for Work and Materials for Building, Repairs and Supplies, Bills and Accounts, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Bureau of Dependent Adults, foot of East Twenty-sixth street. Office hours, 8.30 a. m. to 5 p. m.
The Children's Bureau, No. 124 East 59th street. Office hours, 8.30 a. m. to 5 p. m.
Jeremiah Connelly, Superintendent for Richmond Borough, Borough Hall, St. George, Staten Island.
Telephone, 1000 Tompkinsville.

DEPARTMENT OF STREET CLEANING.

Nos. 13 to 21 Park row, 9 a. m. to 5 p. m., Saturdays, 9 a. m. to 12 m.
Telephone, 3863 Cortlandt.
William H. Edwards, Commissioner.
James F. Lynch, Deputy Commissioner, Borough of Manhatttan.
Julian Scott, Deputy Commissioner, Borough of Brooklyn.
James F. O'Brien, Deputy Commissioner, Borough of The Bronx.
John J. O'Brien, Chief Clerk.

DEPARTMENT OF TAXES AND ASSESSMENTS.

Hall of Records, corner of Chambers and Centre streets. Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Commissioners—Lawson Purdy, President, Chas. J. McCormack, John J. Halleran, Charles T. White, Daniel S. McElroy, Edward Kaufmann, Judson G. Wall.
Telephone, 3900 Worth.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

Nos. 13 to 21 Park Row, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephones, Manhattan, 8520 Cortlandt; Brooklyn, 3980 Main; Queens, 1990 Greenpoint; Richmond, 840 Tompkinsville; Bronx, 1905 Tremont.
Henry S. Thompson, Commissioner.
J. W. F. Bennett, Deputy Commissioner.
Frederic T. Parsons, Deputy Commissioner, Borough of Brooklyn. Municipal Building, Brooklyn.
John L. Jordan, Deputy Commissioner, Borough of The Bronx, Municipal Building, The Bronx.
M. P. Walsh, Deputy Commissioner, Borough of Queens, Municipal Building, Long Island City.
John E. Bowe, Deputy Commissioner, Borough of Richmond, Municipal Building, St. George.

EXAMINING BOARD OF PLUMBERS.

Edwin Hayward, President.
James J. Donahue, Secretary.
Edward Murphy, Treasurer.
Ex-officio—Horace Loomis and William J. Carey.
Rooms Nos. 14, 15 and 16, Aldrich Building, Nos. 149 and 151 Church street.
Telephone, 6472 Barclay.
Office open during business hours every day in the year (except legal holidays). Examinations are held on Monday, Wednesday and Friday after 1 p. m.

FIRE DEPARTMENT.

Headquarters: office hours for all, from 9 a. m. to 5 p. m.; Saturdays, 12 m. Central offices and fire stations open at all hours.

OFFICES.

Headquarters of Department, Nos. 157 and 159 East 67th street. Telephone, 640 Plaza.
Brooklyn office, No. 365 Jay street. Telephone, 2653 Main.
Rhinelander Waldo, Commissioner.
Joseph Johnson, Jr., Deputy Commissioner.
Arthur J. O'Keeffe, Deputy Commissioner, Boroughs of Brooklyn and Queens.
Daniel E. Finn, Secretary.
Winfield R. Sheehan, Secretary to Fire Commissioner.
Walter J. Nolan, Secretary to Deputy Commissioner, Boroughs of Brooklyn and Queens.
Edward F. Croker, Chief of Department and in charge, Bureau of Violations and Auxiliary Fire Appliances; offices, Nos. 157 and 159 East 67th street, Manhattan. Brooklyn branch, Bureau of Violations and Auxiliary Fire Appliances, No. 365 Jay street.
Thomas Lally, Deputy Chief in charge, Boroughs of Brooklyn and Queens.
Electrical Engineer, John C. Rennard, in charge Fire Alarm Telegraph Bureau. Office, No. 157 East 67th street.
Bureau of Repairs and Supplies: Deputy Chief William Guerin, in charge.
Bureau of Combustibles: David I. Kelly, in charge, Manhattan, The Bronx and Richmond; Franz S. Wolf, Deputy Inspector in charge, Brooklyn and Queens.
Fire Marshal: William L. Beers, Manhattan, The Bronx and Richmond; Acting Fire Marshal, Thomas P. Brophy, in charge, Brooklyn and Queens.

LAW DEPARTMENT.

OFFICE OF CORPORATION COUNSEL.

Office hours, 9 a. m. to 5 p. m.; Saturdays 9 a. m. to 12 m.
Main office, Hall of Records, Chambers and Centre streets, 6th and 7th floors.
Telephone, 4600 Worth.
Archibald R. Watson, Corporation Counsel.
Assistants—Theodore Connoly, George L. Sterling, Charles D. Olendorf, William P. Burr, R. Percy Chittenden, William Beers Crowell, John L. O'Brien, Terence Farley, Edward J. McGoldrick, Curtis A. Peters, Cornelius F. Collins, George M. Curtis, Jr., John F. O'Brien, Edward S. Malone, Edwin J. Freedman, Louis H. Hahlo, Frank B. Pierce, Richard H. Mitchell, John Widdecombe, Arthur Sweeny, William H. King, George P. Nicholson, George Harold Folwel, Dudley F. Malone, Charles J. Nehrbas, William J. O'Sullivan, Harford P. Walker, Josiah A. Stover, Arnold C. Weil, Francis J. Byrne, Francis Martin, Charles McIntyre, Clarence L. Barber, Alfred W. Booraem, George H. Cowie, Solon Berrick, James P. O'Connor, William H. Jackson, Elliott S. Benedict, Isaac Phillips, Edward A. McShane, Eugene Fay, Ricardo M. DeAcosta, Francis X. McQuade, John M. Barrett, Leonce Fuller, Frank P. Reilly, Leon G. Godley, Alexander C. MacNulty.
Secretary to the Corporation Counsel—Edmund Kirby.
Chief Clerk—Andrew T. Campbell.
Brooklyn office, Borough Hall, 2d floor. Telephone, 2948 Main. James D. Bell, Assistant in charge.

BUREAU OF STREET OPENINGS.

Main office, No. 90 West Broadway. Telephone, 4981 Cortlandt. Joel J. Squier, Assistant in charge.
Brooklyn branch office, No. 166 Montague street. Telephone, 3670 Main. Edward Riegelmann, Assistant in charge.
Queens branch office, Municipal Building, Court House Square, Long Island City. Telephone, 3010-11 Greenpoint. Joseph J. Myers, Assistant in charge.

BUREAU FOR THE RECOVERY OF PENALTIES.

No. 119 Nassau street. Telephone, 4526 Cortlandt. Herman Stiefel, Assistant in charge.

BUREAU FOR THE COLLECTION OF ARREARS OF PERSONAL TAXES.

No. 280 Broadway, 5th floor. Telephone, 4585 Worth. Geo. O'Reilly, Assistant in charge.

TENEMENT HOUSE BUREAU AND BUREAU OF BUILDINGS.

No. 44 East Twenty-third street. Telephone, 1961 Gramercy. John P. O'Brien, Assistant in charge.

METROPOLITAN SEWERAGE COMMISSION.

Office, No. 17 Battery place. George A. Soper, Ph. D., President; James H. Fuertes, Secretary; H. de B. Parsons, Charles Sooysmith, Linsly R. Williams, M. D.
Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 1694 Rector.

MUNICIPAL CIVIL SERVICE COMMISSION.

No. 299 Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
John C. McGuire, President; Richard Welling, Alexander Keogh.
Frank A. Spencer, Secretary.

Labor Bureau.

Nos. 54-60 Lafayette street.
Telephone, 2140 Worth.

MUNICIPAL EXPLOSIVES COMMISSION.

Nos. 157 and 159 East Sixty-seventh street, Headquarters Fire Department.
R. Waldo, Fire Commissioner and Chairman; Frederick J. Maywald, Sidney Harris, Peter P. Acritelli, George O. Eaton.
George A. Perley, Secretary.
Meeting at call of Fire Commissioner.

POLICE DEPARTMENT.

CENTRAL OFFICE.

No. 240 Centre street, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 3100 Spring.
James C. Cropsey, Commissioner.
Clement J. Driscoll, First Deputy Commissioner.
William J. Flynn, Second Deputy Commissioner.
John J. Walsh, Third Deputy Commissioner.
Louis H. Reynolds, Fourth Deputy Commissioner.
William H. Kipp, Chief Clerk.

PUBLIC SERVICE COMMISSION.

The Public Service Commission for the First District, Tribune Building, No. 154 Nassau street, Manhattan.
Office hours, 8 a. m. to 11 p. m., every day in the year, including holidays and Sundays.
Stated public meetings of the Commission, Tuesdays and Fridays at 11.30 a. m. in the Public Hearing Room of the Commission, third floor of the Tribune Building, unless otherwise ordered.
Commissioners—William R. Willcox, Chairman; William McCarroll, Edward M. Bassett, Milo R. Maltbie, John E. Eustis. Counsel, George S. Coleman. Secretary, Travis H. Whitney.
Telephone, 4150 Beekman.

TENEMENT HOUSE DEPARTMENT.

Manhattan Office, No. 44 East Twenty-third street.
Telephone, 5331 Gramercy.
John J. Murphy, Commissioner.
Wm. H. Abbott, Jr., First Deputy Commissioner.
Brooklyn Office (Boroughs of Brooklyn, Queens and Richmond), branch office, No. 503 Fulton street.
Telephone, 3825 Main.
Frank Mann, Second Deputy Commissioner.
Bronx Office, No. 391 East 149th street, northwest corner of Melrose avenue and 149th street.
Telephone, 967 Melrose.
Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

BOROUGH OFFICES.

BOROUGH OF THE BRONX.

Office of the President, corner Third avenue and One Hundred and Seventy-seventh street; 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Cyrus C. Miller, President.
George Donnelly, Secretary.
Thomas W. Whittle, Commissioner of Public Works.
James A. Henderson, Superintendent of Buildings.
Arthur J. Largy, Superintendent of Highways.
Roger W. Bligh, Superintendent of Public Buildings and Offices.
Telephone, 2680 Tremont.

BOROUGH OF BROOKLYN.

President's Office, Nos. 15 and 16 Borough Hall; 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Alfred E. Steers, President.
Reuben L. Haskell, Borough Secretary.
John B. Creighton, Secretary to the President.
Telephone, 3960 Main.
Lewis H. Pounds, Commissioner of Public Works.
John Thatcher, Superintendent of Buildings.
William J. Taylor, Superintendent of the Bureau of Sewers.
Howard L. Woody, Superintendent of the Bureau of Public Buildings and Offices.
Frederick Linde, Superintendent of Highways.

BOROUGH OF MANHATTAN.

Office of the President, Nos. 14, 15 and 16 City Hall, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
George McAneny, President.
Leo Arnstein, Secretary of the Borough.
Julian B. Beaty, Secretary to the President.
Edgar Victor Frothingham, Commissioner of Public Works.
Rudolph P. Miller, Superintendent of Buildings.
Robert B. Insley, Superintendent of Public Buildings and Offices.
Telephone, 6725 Cortlandt.

BOROUGH OF QUEENS.

President's Office, Borough Hall, Jackson avenue and Fifth street, Long Island City; 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Lawrence Gresser, President.
John N. Booth, Secretary.
Walter H. Bunn, Commissioner of Public Works.
Emanuel Brandon, Superintendent of Highways.
John J. Simmons, Superintendent of Buildings.
Oliver Stewart Hardgrove, Superintendent of Sewers.
Arrow C. Hankins, Superintendent of Street Cleaning.
Joseph Sullivan, Superintendent of Public Buildings and Offices.
Telephone, 1900 Greenpoint.

BOROUGH OF RICHMOND.

President's Office, New Brighton, Staten Island.
George Cromwell, President.
Maybury Fleming, Secretary.
Louis Lincoln Tribus, Consulting Engineer and Acting Commissioner of Public Works.
John Seaton, Superintendent of Buildings.
H. E. Buel, Superintendent of Highways.
John T. Fetherston, Assistant Engineer and Acting Superintendent of Street Cleaning.
Ernest H. Seehusen, Superintendent of Sewers.
John Timlin, Jr., Superintendent of Public Buildings and Offices.
Offices, Borough Hall, New Brighton, N. Y., 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 1000 Tompkinsville.

CORONERS.

Borough of The Bronx—Corner of Third avenue and Tremont avenue. Telephone, 1250 Tremont and 1402 Tremont.
A. F. Schwannecke, Jacob Shongut.
Borough of Brooklyn—Office, Rooms 1 and 3, Municipal Building. Telephone, 4004 Main and 4005 Main.

Alexander J. Rooney, Edward Glinnen, Coroners.
Open all hours of the day and night.
Borough of Manhattan—Office, Criminal Courts Building, Centre and White streets. Open at all times of the day and night.
Coroners: Israel L. Feinberg, Herman Hellenstein, James E. Winterbottom, Herman W Holtzhauser.
Telephones, 1094, 5057, 5058 Franklin.
Borough of Queens—Office, Town Hall, Fulton street, Jamaica, L. I.
Alfred S. Ambler, G. F. Schaefer.
Office hours from 9 a. m. to 10 p. m.
Borough of Richmond—No. 175 Second street, New Brighton. Open for the transaction of business all hours of the day and night.
William H. Jackson, Coroner.
Telephone, 7 Tompkinsville.

COUNTY OFFICES.

NEW YORK COUNTY.

COMMISSIONER OF JURORS.

Room 127, Stewart Building, Chambers street and Broadway, 9 a. m. to 4 p. m.; Saturdays 9 a. m to 12 m.
Thomas Allison, Commissioner.
Frederick P. Simpson, Assistant Commissioner
Telephone, 241 Worth.

COMMISSIONER OF RECORDS.

Office, Hall of Records.
William S. Andrews, Commissioner.
James O. Farrell, Deputy Commissioner.
Telephone, 3900 Worth.
Office hours, 9 a. m. to 5 p. m.; Saturdays. 9 a. m. to 12 m.

COUNTY CLERK.

Nos. 5, 8, 9, 10 and 11 New County Court House.
Office hours, 9 a. m. to 4 p. m.; Saturdays. 9 a. m. to 12 m.
William F. Schneider, County Clerk.
Charles E. Gehring, Deputy.
Herman W. Beyer, Secretary.
Telephone, 5388 Cortlandt.

DISTRICT ATTORNEY.

Building for Criminal Courts, Franklin and Centre streets.
Office hours from 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Charles S. Whitman, District Attorney.
Henry D. Sayer, Chief Clerk.
Telephone, 2304 Franklin.

PUBLIC ADMINISTRATOR.

No. 119 Nassau street, 9 a. m. to 4 p. m.. Saturdays, 9 a. m. to 12 m.
William M. Hoes, Public Administrator.
Telephone, 6376 Cortlandt.

REGISTER.

Hall of Records. Office hours, from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. During the months of July and August the hours are from 9 a. m. to 2 p. m.
Max S. Grifenhagen, Register.
William Halpin, Deputy Register.
Telephone, 3900 Worth.

SHERIFF.

No. 299 Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Except during July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.
John S. Shea, Sheriff.
John B. Cartwright, Under Sheriff.
Telephone, 4984 Worth.

SURROGATES.

Hall of Records. Court open from 9 a. m. to 4 p. m., except Saturday, when it closes at 12 m. During the months of July and August the hours are from 9 a. m. to 2 p. m.
John P. Cohalan and Robert L. Fowler, Surrogates; William V. Leary, Chief Clerk.
Telephone, 3900 Worth.

KINGS COUNTY.

COMMISSIONER OF JURORS.

5 County Court-house.
Jacob Brenner, Commissioner.
Jacob A. Livingston, Deputy Commissioner.
Office hours from 9 a. m. to 4 p. m.; Saturdays, from 9 a. m. to 12 m.
Office hours during July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 1454 Main.

COMMISSIONER OF RECORDS.

Hall of Records.
Office hours, 9 a. m. to 4 p. m., excepting months of July and August, then 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.
Lewis M. Swasey, Commissioner
Telephone, 1114 Main.
Telephone, 1082 Main.

COUNTY CLERK.

Hall of Records, Brooklyn. Office hours, 9 a. m. to 4 p. m.; during months of July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m to 12 m.
Henry P. Molloy, County Clerk
Thomas F. Wogan, Deputy County Clerk.
Telephone call, 4930 Main.

COUNTY COURT.

County Court-house, Brooklyn, Rooms 10, 17, 18, 22 and 23. Court opens at 10 a. m. daily and sits until business is completed. Part I., Room No. 23, Part II., Room No. 10, Court house. Clerk's office, Rooms 17, 18, 19 and 22 open daily from 9 a. m. to 5 p. m.; Saturdays. 12 m.
Norman S. Dike and Lewis L. Fawcett, County Judges.
Charles S. Devoy, Chief Clerk.
Telephone, 4154 and 4155 Main.

DISTRICT ATTORNEY.

Office, County Court-house, Borough of Brooklyn. Hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
John F. Clarke, District Attorney
Telephone number, 2955-6-7 Main.

PUBLIC ADMINISTRATOR.

No. 44 Court street (Temple Bar), Brooklyn 9 a. m. to 5 p. m.
Charles E. Teale, Public Administrator.
Telephone, 2840 Main.

REGISTER.

Hall of Records. Office hours, 9 a. m. to 4 p. m., excepting months of July and August, then from 9 a. m. to 2 p. m., provided for by statute; Saturdays, 9 a. m. to 12 m.
Frederick Lundy, Register.
James S. Reagan, Deputy Register.
Telephone, 2830 Main.

SHERIFF.

County Court-house, Room 14, Brooklyn, N. Y. 9 a. m. to 4 p. m.; Saturdays, 12 m.
Patrick H. Quinn, Sheriff.
John Morrissey Gray, Under Sheriff.
Telephone, 6845, 6846, 6847 Main.

SURROGATE.

Hall of Records, Brooklyn, N. Y.
Herbert T. Ketcham, Surrogate.
Edward J. Bergen, Chief Clerk and Clerk of the Surrogate Court.
Court opens at 10 a. m. Office hours, 9 a. m. to 4 p. m., except during months of July and August, when office hours are from 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 3954 Main.

QUEENS COUNTY.

COMMISSIONER OF JURORS.

Office hours, 9 a. m. to 4 p. m.; July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m to 12 m.; Queens County Court-house, Long Island City.
George H. Creed, Commissioner of Jurors.
Rodman Richardson, Assistant Commissioner.
Telephone, 455 Greenpoint.

COUNTY CLERK.

No. 364 Fulton street, Jamaica, Fourth Ward, Borough of Queens, City of New York.
Office open, 9 a. m. to 4 p. m.; Saturdays. 9 a. m. to 12 m.
Martin Mager, County Clerk.
Telephone, 151 Jamaica.

COUNTY COURT.

County Court-house, Long Island City.
County Court opens at 10 a. m. Trial Terms begin first Monday of each month, except July, August and September. Special Terms each Saturday, except during August and first Saturday of September.
County Judge's office always open at No. 336 Fulton street, Jamaica, N. Y.
Burt J. Humphrey, County Judge.
Telephone, 551 Jamaica.

DISTRICT ATTORNEY.

Office, Queens County Court-house, Long Island City, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.
Fred. G. De Witt, District Attorney.
Telephone, 2986 and 2987 Greenpoint.

PUBLIC ADMINISTRATOR.

No. 17 Cook avenue, Elmhurst.
John T. Robinson, Public Administrator, County of Queens.
Office hours, 9 a. m. to 5 p. m.
Telephone, 335 Newtown.

SHERIFF.

County Court-house, Long Island City, 9 a. m. to 4 p. m.; during July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.
Thomas M. Quinn, Sheriff.
Edward W. Fitzpatrick, Under Sheriff.
Telephone, 2741 and 2742 Greenpoint (office)
Henry O. Schleth, Warden.
Telephone, 372 Greenpoint.

SURROGATE.

Daniel Noble, Surrogate.
Office, No. 364 Fulton street, Jamaica.
Except on Sundays, holidays and half-holidays, the office is open from 9 a. m. to 4 p. m.; Saturdays, from 9 a. m. to 12 m. July and August, 9 a. m. to 2 p. m.
The calendar is called on each week day at 10 a. m., except during the month of August
Telephone, 397 Jamaica.

RICHMOND COUNTY.

COMMISSIONER OF JURORS.

Village Hall, Stapleton.
Charles J. Kullman, Commissioner.
Office open from 9 a. m. until 4 p. m.; Saturdays, from 9 a. m. to 12 m.
Telephone, 81 Tompkinsville.

COUNTY CLERK.

County Office Building, Richmond, S. I., 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
C. Livingston Bostwick, County Clerk.
Telephone, 28 New Dorp.

COUNTY JUDGE AND SURROGATE.

Terms of Court, Richmond County, 1910.
County Courts—Stephen D. Stephens, County Judge.
First Monday of June, Grand and Trial Jury.
Second Monday of November, Grand and Trial Jury.
Fourth Wednesday of January, without a Jury
Fourth Wednesday of February, without a Jury.
Fourth Wednesday of March, without a Jury.
Fourth Wednesday of April, without a Jury.
Fourth Wednesday of July, without a Jury.
Fourth Wednesday of September, without a Jury.
Fourth Wednesday of October, without a Jury.
Fourth Wednesday of December, without a Jury.
Surrogate's Court—Stephen D. Stephens, Surrogate.
Mondays, at the Borough Hall, St. George, at 10.30 o'clock a. m
Tuesdays, at the Borough Hall, St. George, at 10.30 o'clock a. m.
Wednesdays, at the Surrogate's Office, Richmond, at 10.30 o'clock a. m.
Telephones, 235 New Dorp and 12 Tompkinsville.

DISTRICT ATTORNEY.

Borough Hall, St. George, S. I.
Albert C. Fach, District Attorney.
Telephone, 50 Tompkinsville.
Office hours, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

PUBLIC ADMINISTRATOR.

Office, Port Richmond.
William T. Holt, Public Administrator.
Telephone, 704 West Brighton.

SHERIFF.

County Court-house, Richmond, S. I.
John J. Collins, Sheriff.
Office hours, 9 a. m. to 4 p. m.; Saturdays a. m. to 12 m.
Telephone, 120 New Dorp.

THE COURTS.

APPELLATE DIVISION OF THE SUPREME COURT.

FIRST JUDICIAL DEPARTMENT.

Court-house, Madison avenue, corner Twenty-fifth street. Court open from 2 p. m. until 6 p. m. (Friday, Motion day, Court opens at 10.30 a. m. Motions called at 10 a. m.)
George L. Ingraham, Presiding Justice; Chester B. McLaughlin, Frank C. Laughlin, John Proctor Clarke, Francis M. Scott, Nathan L. Miller, Victor J. Dowling, Justices; Alfred Wagstaff, Clerk; William Lamb, Deputy Clerk.
Clerk's Office opens at 9 a. m.
Telephone, 3840 Madison Square.

SUPREME COURT—FIRST DEPARTMENT.

County Court-house, Chambers street. Court open from 10.15 a. m. to 4 p. m.
Special Term, Part I. (motions), Room No. 16.
Special Term, Part II. (ex-parte business), Room No. 13.
Special Term, Part III., Room No. 19.
Special Term, Part IV., Room No. 20.
Special Term, Part V., Room No. 6.
Special Term, Part VI., Room No. 31.
Trial Term, Part II., Room No. 34.
Trial Term, Part III., Room No. 32.
Trial Term, Part IV., Room No. 21.
Trial Term, Part V., Room No. 24.
Trial Term, Part VI., Room No. 18.
Trial Term, Part VII., Room No. —.
Trial Term, Part VIII., Room No. 23.
Trial Term, Part IX., Room No. 35.
Trial Term, Part X., Room No. 26.
Trial Term, Part XI., Room No. 27.
Trial Term, Part XII., Room No. —.
Trial Term, Part XIII., and Special Term, Part VII., Room No. 36.
Trial Term, Part XIV., Room No. 28.
Trial Term, Part XV., Room No. 37.
Trial Term, Part XVI., Room No. —.
Trial Term, Part XVII., Room No. 20.
Trial Term, Part XVIII., Room No. 29.
Appellate Term, Room No. 29.
Naturalization Bureau, Room No. 38, third floor.
Assignment Bureau, room on mezzanine floor, northeast.
Clerks in attendance from 10 a. m. to 4 p. m
Clerk's Office, Special Term, Part I. (motion), Room No. 15.
Clerk's Office, Special Term, Part II. (ex-parte business), ground floor, southeast corner.
Clerk's Office, Special Term, Calendar, ground floor, south.
Clerk's Office, Trial Term, Calendar, room northeast corner, second floor, east.
Clerk's Office, Appellate Term, room south west corner, third floor.
Trial Term, Part I. (criminal business).
Criminal Court-house, Centre street.
Justices—Henry Bischoff, Leonard A. Giegerich, P. Henry Dugro, James Fitzgerald, James A. Blanchard, Samuel Greenbaum, Edward E. McCall, Edward B. Amend, Vernon M. Davis, Joseph E. Newburger, John W. Goff, Samuel Seabury, M. Warley Platzek, Peter A. Hendrick, John Ford, John J. Brady, Mitchell L. Erlanger, Charles L. Guy, James W. Gerard, Irving Lehman, Alfred R. Page, Edward J. Gavegan, Nathan Bijur, John J. Delany, Francis K. Pendleton.
William F. Schneider, Clerk, Supreme Court Telephone, 4580 Cortlandt.

SUPREME COURT—SECOND DEPARTMENT.

Kings County Court-house, Borough of Brooklyn, N. Y.
Clerk's office hours, 9 o'clock a. m. to 5 o'clock p. m. Seven jury trial parts. Special Term for Trials. Special Term for Motions.
James F. McGee, General Clerk.
Telephone, 5460 Main.

CRIMINAL DIVISION—SUPREME COURT.

Building for Criminal Courts, Centre, Elm, White and Franklin streets.
Court opens at 10.30 a. m.
William F. Schneider, Clerk; Edward R. Carroll, Special Deputy to the Clerk.
Clerk's Office open from 9 a. m. to 4 p. m., Saturdays, 9 a. m. to 12 m.
Telephone, 6064 Franklin.

COURT OF GENERAL SESSIONS.

Held in the Building for Criminal Courts, Centre, Elm, White and Franklin streets.
Court opens at 10.30 a. m.
Warren W. Foster, Thomas C. O'Sullivan, Otto A. Rosalsky, Thomas C. T. Crain, Edward Swann, Joseph F. Mulqueen, James T. Malone, Judges of the Court of General Sessions; Edward R. Carroll, Clerk. Telephone, 1201 Franklin.
Clerk's Office open from 9 a. m. to 4 p. m.
During July and August Clerk's Office will close at 2 p. m., and on Saturdays at 12 m.

CITY COURT OF THE CITY OF NEW YORK.

No. 32 Chambers street, Brownstone Building City Hall Park, from 10 a. m. to 4 p. m.
Special Term Chambers will be held from 10 a. m. to 4 p. m.
Clerk's Office open from 9 a. m. to 4 p. m.
Edward F. O'Dwyer, Chief Justice; Francis B. Delehanty, Joseph I. Green, Alexander Finelite, Thomas F. Donnelly, John V. McAvoy, Peter Schmuck, Richard T. Lynch, Edward B La Fetra, Richard H. Smith, Justices. Thomas F. Smith, Clerk.
Telephone, 122 Cortlandt.

COURT OF SPECIAL SESSIONS.

Building for Criminal Courts, Centre street, between Franklin and White streets, Borough of Manhattan.
Court opens at 10 a. m.
Isaac Franklin Russell, Chief Justice; William E. Wyatt, Willard H. Olmsted, Joseph M. Deuel, Lorenz Zeller, John B. Mayo, Franklin Chase Hoyt, Joseph F. Moss, Howard J. Forker, John Fleming, Robert J. Wilkin, George J. O'Keefe, Morgan M. J. Ryan, James J. McInerney and Arthur C. Salmon, Justices. Frank W. Smith, Chief Clerk.
Part I., Criminal Courts Building, Borough of Manhattan. John P. Hilly, Clerk. Telephone. 2092 Franklin.
Part II., Atheneum Building, Atlantic avenue and Clinton street, Borough of Brooklyn. This part is held on Mondays, Thursdays and Fridays. Joseph L. Kerrigan, Clerk. Telephone, 4280 Main.
Part III., Town Hall, Jamaica, Borough of Queens. This part is held on Tuesdays. H. F. Moran, Clerk. Telephone, 189 Jamaica.
Part IV., Borough Hall, St. George, Borough of Richmond. This part is held on Wednesdays. Robert Brown, Clerk. Telephone, 49 Tompkinsville.

CHILDREN'S COURT.

New York County—No. 66 Third avenue, Manhattan. Ernest K. Coulter, Clerk. Telephone, 1832 Stuyvesant.
Kings County—No. 102 Court street, Brooklyn. Joseph W. Duffy, Clerk. Telephone, 627 Main.
Queens County—No. 19 Hardenbrook avenue, Jamaica. Sydney Ollendorff, Clerk. This court is held on Thursdays.
Richmond County—Corn Exchange Bank Bldg., St. George, S. I. William J. Browne, Clerk This court is held on Tuesdays.

CITY MAGISTRATES' COURT.

First Division.

Court opens from 9 a. m. to 4 p. m.
William McAdoo, Chief City Magistrate; Robert C. Cornell, Leroy B. Crane, Peter T. Barlow, Matthew P. Breen, Henry Steinert, Frederick B. House, Charles N. Harris, Frederic Kernochan, Arthur C. Butts, Joseph E. Corrigan, Moses Herrman, Paul Krotel, Keyran J. O'Connor, Henry W. Herbert, Charles W. Appleton, Daniel F. Murphy, John J. Freschi, City Magistrates.
Philip Bloch, Chief Clerk, 300 Mulberry street
Telephone, 6213 Spring.
First District—Criminal Courts Building.
Second District—Jefferson Market.
Third District—No. 69 Essex street.
Fourth District—No. 151 East Fifty-seventh street.
Fifth District—One Hundred and Twenty-first street, southeastern corner of Sylvan place.
Sixth District—One Hundred and Sixty-first street and Brook avenue.
Seventh District—No. 314 West Fifty-fourth street.
Eighth District—Main street, Westchester.
Ninth District (Night Court for Females)—125 Sixth avenue.
Tenth District (Night Court for Males)—No 151 East Fifty-seventh street.
Eleventh District—Domestic Relations Court—No. 151 East Fifty-seventh street.

Second Division.

Borough of Brooklyn.

Otto Kempner, Chief City Magistrate; Edward J. Dooley, James G. Tighe, John Naumer, Frank E. O'Reilly, A. V. B. Voorhees, Jr., Alexander H. Geismar, John F. Hylan, Howard P. Nash, Moses J. Harris, Charles J. Dodd, City Magistrates.
Office of Chief Magistrate, Borough Hall, Brooklyn.
William F. Delaney, Chief Clerk, Borough Hall, Brooklyn.

Courts.

First District—No. 318 Adams street.
Second District—Court and Butler streets.
Fourth District—No. 6 Lee avenue.
Fifth District—No. 249 Manhattan avenue.
Sixth District—No. 495 Gates avenue.
Seventh District—No. 31 Snider avenue (Flatbush).
Eighth District—West Eighth street (Coney Island).
Ninth District—Fifth avenue and Twenty-third street.
Tenth District—No. 133 New Jersey avenue.
Domestic Relations Court—Myrtle and Vanderbilt avenues.

Borough of Queens.

City Magistrates—Matthew J. Smith, Joseph Fitch, Maurice E. Connolly, Eugene C. Gilroy.

Courts.

First District—St. Mary's Lyceum, Long Island City.
Second District—Town Hall, Flushing, L. I.
Third District—Central avenue, Far Rockaway, L. I.
Fourth District—Town Hall, Jamaica, L. I.

Borough of Richmond.

City Magistrates—Joseph B. Handy, Nathaniel Marsh.

Courts.

First District—Lafayette avenue, New Brighton, Staten Island.
Second Division—Village Hall, Stapleton, Staten Island.

MUNICIPAL COURTS.

Borough of Manhattan.

First District—The First District embraces the territory bounded on the south and west by the southerly and westerly boundaries of the said borough, on the north by the centre line of Fourteenth street and the centre line of Fifth street from the Bowery to Second avenue, on the east by the centre lines of Fourth avenue from Fourteenth street to Fifth street, Second avenue, Chrystie street, Division street and Catharine street.
Wauhope Lynn, William F. Moore, John Hoyer, Justices.
Thomas O'Connell, Clerk.
Location of Court—Merchants' Association Building, Nos. 54-60 Lafayette street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Additional Parts are held at southwest corner of Sixth avenue and Tenth street and at No. 128 Prince street.
Telephone, 6030 Franklin.
Second District—The Second District embraces the territory bounded on the south by the centre line of Fifth street from the Bowery to Second avenue and on the south and east by the southerly and easterly boundaries of the said borough, on the north by the centre line of East Fourteenth street, on the west by the centre lines of Fourth avenue from Fourteenth street to Fifth street, Second avenue, Chrystie street, Division street and Catharine street.
Benjamin Hoffman, Leon Sanders, Thomas P. Dinnean, Leonard A. Snitkin, Justices.
James J. Devlin, Clerk.
Location of Court—Nos. 264 and 266 Madison street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.
Telephone, 4300 Orchard.
Third District—The Third District embraces the territory bounded on the south by the centre line of Fourteenth street, on the east by the centre line of Seventh avenue from Fourteenth street to Fifty-ninth street and by the centre line of Central Park West from Fifty-ninth street to Sixty-fifth street, on the north by the centre line of Sixty-fifth street and the centre line of Fifty-ninth street from Seventh to Eighth avenue, on the west by the westerly boundary of the said borough.
Thomas E. Murray, Thomas F. Noonan, Justices.
Michael Skelly, Clerk.
Location of Court—No. 314 West Fifty-fourth street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone number, 5450 Columbus.
Fourth District—The Fourth District embraces the territory bounded on the south by the centre line of East Fourteenth street, on the west by the centre line of Lexington avenue and by the centre line of Irving place, including its projection through Gramercy Park, on the north by the centre line of Fifty-ninth street, on the east by the easterly line of said borough; excluding, however, any portion of Blackwells Island.
Michael F. Blake, William J. Boyhan, Justices.
Abram Bernard, Clerk.
Location of Court—Part I. and Part II., No. 151 East Fifty-seventh street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.
Telephone, 3860 Plaza.
Fifth District—The Fifth District embraces the territory bounded on the south by the centre line of Sixty-fifth street, on the east by the centre line of Central Park West, on the north by the centre line of One Hundred and Tenth street, on the west by the westerly boundary of said borough.
Alfred P. W. Seaman, William Young, Frederick Spiegelberg, Justices.
John H. Servis, Clerk.
Location of Court—Southwest corner of Broadway and Ninety-sixth street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.
Telephone, 4006 Riverside.
Sixth District—The Sixth District embraces the territory bounded on the south by the centre line of Fifty-ninth street and by the centre line of Ninety-sixth street from Lexington avenue to Fifth avenue, on the west by the centre line of Lexington avenue from Fifty-ninth street to Ninety-sixth street and the centre line of Fifth avenue from Ninety-sixth street to One Hundred and Tenth street, on the north by the centre line of One Hundred and Tenth street, on the east by the easterly boundary of said borough, including, however, all of Blackwells Island and excluding any portion of Wards Island.
Jacob Marks, Solomon Oppenheimer, Justices.
Edward A. McQuade, Clerk.
Location of Court—Northwest corner of Third avenue and Eighty-third street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 4343 Lenox.
Seventh District—The Seventh District embraces the territory bounded on the south by the centre line of One Hundred and Tenth street, on the east by the centre line of Fifth avenue to the northerly terminus thereof, and north of the northerly terminus of Fifth avenue, following in a northerly direction the course of the Harlem River, on a line conterminous with the easterly boundary of said borough, on the north and west by the northerly and westerly boundaries of said borough.
Philip J. Sinnott, David L. Weil, John R. Davies, Justices.
John P. Burns, Clerk.

Location of Court—No. 70 Manhattan street, Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Eighth District—The Eighth District embraces the territory bounded on the south by the centre line of One Hundred and Tenth street, on the west by the centre line of Fifth avenue, on the north and east by the northerly and easterly boundaries of said borough, including Randalls Island and the whole of Wards Island.

Joseph P. Fallon and Leopold Prince, Justices. William J. Kennedy, Clerk.

Location of Court—Sylvan place and One Hundred and Twenty-first street, near Third avenue. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Telephone, 3950 Harlem.

Ninth District—The Ninth District embraces the territory bounded on the south by the centre line of Fourteenth street and by the centre line of Fifty-ninth street from the centre line of Seventh avenue to the centre line of Central Park West, on the east by the centre line of Lexington avenue and by the centre line of Irving place, including its projection through Gramercy Park, and by the centre line of Fifth avenue from the centre line of Ninety-sixth street to the centre line of One Hundred and Tenth street, on the north by the centre line of Ninety-sixth street from the centre line of Lexington avenue to the centre line of Fifth avenue and One Hundred and Tenth street from Fifth avenue to Central Park West, on the west by the centre line of Seventh avenue and Central Park West.

Edgar J. Lauer, Frederic De Witt Wells, Frank D. Sturges, William C. Wilson, Justices.

William J. Chamberlain, Clerk.

Location of Court—Southwest corner of Madison avenue and Fifty-ninth street. Parts I. and II. Court opens at 9 a. m. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 3873 Plaza.

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 934 of the Laws of 1895, comprising all of the late Town of Westchester and part of the Towns of Eastchester and Pelham, including the Villages of Wakefield and Williamsbridge. Court-room, Town Hall, No. 1400 Williamsbridge road, Westchester Village. Court open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m. Trial of causes, Tuesday and Friday of each week.

Peter A. Sheil, Justice.

Stephen Collins, Clerk.

Office hours from 9 a. m. to 4 p. m.; Saturdays closing at 12 m.

Telephone, 457 Westchester.

Second District—Twenty-third and Twenty-fourth Wards, except the territory described in chapter 934 of the Laws of 1895. Court-room, southeast corner of Washington avenue and One Hundred and Sixty-second street. Office hours from 9 a. m. to 4 p. m. Court opens at 9 a. m., Sundays and legal holidays excepted.

John M. Tierney, Justice. Thomas A. Maher, Clerk.

Telephone, 3043 Melrose.

Borough of Brooklyn.

First District—Comprising First, Second, Third, Fourth, Fifth, Sixth, Tenth and Twelfth Wards and that portion of the Eleventh Ward beginning at the intersection of the centre lines of Hudson and Myrtle avenues, thence along the centre line of Myrtle avenue to North Portland avenue, thence along the centre line of North Portland avenue to Flushing avenue, thence along the centre line of Flushing avenue to Navy street, thence along the centre line of Navy street to Johnson street, thence along the centre line of Johnson street to Hudson avenue, and thence along the centre line of Hudson avenue to the point of beginning, of the Borough of Brooklyn. Court-house, northwest corner State and Court streets. Parts I. and II.

Eugene Conran, Justice. Edward Moran, Clerk

Clerk's Office open from 9 a. m. to 4 p. m., Sundays and legal holidays excepted.

Second District—Seventh Ward and that portion of the Twenty-first and Twenty-third Wards west of the centre line of Stuyvesant avenue and the centre line of Schenectady avenue, also that portion of the Twentieth Ward beginning at the intersection of the centre lines of North Portland and Myrtle avenues, thence along the centre line of Myrtle avenue to Waverly avenue, thence along the centre line of Waverly avenue to Park avenue, thence along the centre line of Park avenue to Washington avenue, thence along the centre line of Washington avenue to Flushing avenue, thence along the centre line of Flushing avenue to North Portland avenue, and thence along the centre line of North Portland avenue to the point of beginning.

Court-room, No. 495 Gates avenue.

John R. Farrar, George Freifeld, Justices. Franklin B. Van Wart, Clerk.

Clerk's Office open from 8.45 a. m. to 4 p. m., Sundays and legal holidays excepted. Saturdays, 8.45 a. m. to 12 m.

Telephone, 504 Bedford.

Third District—Embraces the Thirteenth, Fourteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth and Nineteenth Wards, and that portion of the Twenty-seventh Ward lying northwest of the centre line of Starr street between the boundary line of Queens County and the centre line of Central avenue, and northwest to the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and northwest of the centre line of Willoughby avenue between the centre lines of Bushwick avenue and Broadway. Court-house, Nos. 6 and 8 Lee avenue. Brooklyn.

Philip D. Meagher and William J. Bogenshutz, Justices. John W. Carpenter, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m., Sundays and legal holidays excepted.

Court opens at 9 a. m.

Telephone, 995 Williamsburg.

Fourth District—Embraces the Twenty-fourth and Twenty-fifth Wards, that portion of the Twenty-first and Twenty-third Wards lying east of the centre line of Stuyvesant avenue and east of the centre line of Schenectady avenue, and that portion of the Twenty-seventh Ward lying southeast of the centre line of Starr street between the boundary line of Queens and the centre line of Central avenue and southeast of the centre line of Suydam street between the centre lines of Central and Bushwick avenues, and southeast of the centre line of Willoughby avenue between the centre lines of Bushwick avenue and Broadway.

Court-room, No. 14 Howard avenue.

Jacob S. Strahl, Justice. Joseph P. McCarthy, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m. Sundays and legal holidays excepted.

Fifth District—Contains the Eighth, Thirtieth and Thirty-first Wards, and so much of the Twenty-second Ward as lies south of Prospect avenue.

Court-house, northwest corner of Fifty-third street and Third avenue (No. 5220 Third avenue).

Cornelius Furguesou, Justice. Jeremiah J. O'Leary, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m. Sundays and legal holidays excepted.

Telephone, 407 Bay Ridge.

Sixth District—The Sixth District embraces the Ninth and Twenty-ninth Wards and that portion of the Twenty-second Ward north of the centre line of Prospect avenue; also that portion of the Eleventh and the Twentieth Wards beginning at the intersection of the centre lines of Bridge and Fulton streets; thence along the centre line of Fulton street to Flatbush avenue; thence along the centre line of Flatbush avenue to Atlantic avenue; thence along the centre line of Atlantic avenue to Washington avenue; thence along the centre line of Washington avenue to Park avenue; thence along the centre line of Park avenue to Waverly avenue; thence along the centre line of Waverly avenue to Myrtle avenue; thence along the centre line of Myrtle avenue to Hudson avenue; thence along the centre line of Hudson avenue to Johnson street; thence along the centre line of Johnson street to Bridge street, and thence along the centre line of Bridge street to the point of beginning.

Lucien S. Bayliss and George Fielder, Justices. William R. Fagan, Clerk.

Court-house, No. 611 Fulton street.

Telephone, 6335 Main.

Seventh District—The Seventh District embraces the Twenty-sixth, Twenty-eighth and Thirty-second Wards.

Alexander S. Rosenthal and Edward A. Richards, Justices. Samuel F. Brothers, Clerk.

Court-house, corner Pennsylvania avenue and Fulton street (No. 31 Pennsylvania avenue).

Clerk's Office open from 8.45 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m. Trial days, Tuesdays, Wednesdays, Thursdays and Fridays. During July and August, 8.45 a. m. to 2 p. m.

Telephones, 904 and 905 East New York.

Borough of Queens.

First District—Embraces the territory bounded by and within the canal, Rapelye avenue, Jackson avenue, Old Bowery Bay road, Bowery Bay, East river and Newtown creek. Court-room, St. Mary's Lyceum, Nos. 115 and 117 Fifth street, Long Island City.

Clerk's Office open from 9 a. m. to 4 p. m. each day, excepting Saturdays, closing at 12 m. Trial days, Mondays, Wednesdays and Fridays. All other business transacted on Tuesdays and Thursdays.

Thomas C. Kadien, Justice. John F. Cassidy, Clerk.

Telephone, 2376 Greenpoint.

Second District—Embraces the territory bounded by and within Maspeth avenue, Maurice avenue, Calamus road, Long Island Railroad, Trotting Course lane, Metropolitan avenue, boundary line between the Second and Fourth Wards, boundary line between the Second and Third Wards, Flushing creek, Ireland Mill road, Lawrence avenue, Bradford avenue, Main street, Lincoln street, Union street, Broadway, Parsons avenue, Lincoln street, Percy street, Sanford avenue, Murray lane, Bayside avenue, Little Bayside road, Little Neck bay, East river, Bowery bay, Old Bowery Bay road, Jackson avenue, Rapelye avenue, the canal and Newtown creek. Court-room in Court-house of the late Town of Newtown, corner of Broadway and Court street, Elmhurst, New York. P. O. Address, Elmhurst, Queens County, New York.

John M. Cragen, Justice. J. Frank Ryan, Clerk.

Trial days, Tuesdays and Thursdays.

Fridays for Jury trials only.

Clerk's Office open from 9 a. m. to 4 p. m., Sundays and legal holidays excepted.

Telephone, 87 Newtown.

Third District—Embraces the territory bounded by and within Maspeth avenue, Maurice avenue, Calamus road, Long Island Railroad, Trotting Course lane, Metropolitan avenue, boundary line between the Second and Fourth Wards, Vandeveer avenue, Jamaica avenue, Shaw avenue, Atlantic avenue, Morris avenue, Rockaway road boundary line between Queens and Nassau counties, Atlantic Ocean, Rockaway Inlet, boundary line between Queens and Kings counties and Newtown creek.

Alfred Denton, Justice. John H. Nuhn, Clerk 1908 and 1910 Myrtle avenue, Glendale.

Telephone, 2352 Bushwick.

Clerk's Office open from 9 a. m. to 4 p. m.

Trial days, Tuesdays and Thursdays (Fridays for Jury trials only), at 9 a. m.

Fourth District—Embraces the territory bounded by and within the boundary line between the Second and Fourth wards, the boundary line between the Second and Third wards, Flushing creek, Ireland Mill road, Lawrence avenue, Bradford avenue, Main street, Lincoln street, Union street, Broadway, Parsons avenue, Lincoln street, Percy street, Sanford avenue, Murray lane, Bayside avenue, Little Bayside road, Little Neck bay, boundary line between Queens and Nassau counties, Rockaway road, Morris avenue, Atlantic avenue, Shaw avenue, Jamaica avenue and Vandeveer avenue.

Court-house, Town Hall, northeast corner of Fulton street and Flushing avenue, Jamaica.

James F. McLaughlin, Justice. George W. Damon, Clerk.

Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Court held on Mondays, Wednesdays and Fridays at 9 a. m.

Telephone, 189 Jamaica.

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.

Thomas C. Brown, Justice. Thomas E. Cremins, Clerk.

Clerk's Office open from 8.45 a. m. to 4 p. m. Telephone, 503 Tompkinsville.

Second District—Second, Fourth and Fifth Wards (Towns of Middletown, Southfield and Westfield). Court-room, former Edgewater Village Hall, Stapleton.

Arnold J. B. Wedemeyer, Justice. William Wedemeyer, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Court opens at 9 a. m. Calendar called at 10 a. m. Court continued until close of business. Trial days, Mondays, Wednesdays and Fridays Telephone, 313 Tompkinsville.

FIRE DEPARTMENT.

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, 157 AND 159 EAST 67TH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10.30 o'clock a. m., on

TUESDAY, APRIL 18, 1911,

FOR FURNISHING AND DELIVERING ANTHRACITE COAL FOR COMPANIES LOCATED AS FOLLOWS:

Borough of Manhattan.

Department buildings, south of 59th street, 2,500 gross tons.

Department buildings, north of 59th street, 1,400 gross tons.

Fireboats berthed on the North River, 2,500 gross tons.

Borough of Richmond.

Department buildings, 250 gross tons.

Fireboats berthed at St. George, 400 gross tons.

Borough of Queens.

Department buildings, Flushing and College Point, 150 gross tons.

Department buildings, Jamaica and Richmond Hill, 200 gross tons.

Department buildings, Arverne, Rockaway Beach and Far Rockaway, 175 gross tons.

Separate bids will be received for each item.

Attention is especially invited to the several clauses of the specifications forming part of the contract for these supplies.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before April 1, 1912. The amount of security required is 50 per cent. of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extension must be made and footed up, as the bids will be read from the total for each item and awards made to the lowest bidder on each item; or the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, 157 and 159 East 67th street, Manhattan.

R. WALDO, Fire Commissioner.

Dated April 6, 1911. a6,18

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST 67TH ST., BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10.30 o'clock a. m. on

FRIDAY, APRIL 7, 1911,
Borough of Manhattan.

No. 1. FOR FURNISHING AND DELIVERING ONE GAS-ELECTRIC CHASSIS TO BE USED AS A TRACTOR FOR A WATER TOWER.

The time for the delivery of the articles, materials and supplies and the performance of the contract is thirty (30) days.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East 67th st., Manhattan.

R. WALDO, Fire Commissioner.

Dated March 27, 1911. m28,a7

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

BOROUGH OF THE BRONX.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF THE BRONX, MUNICIPAL BUILDING, CROTONA PARK, 177TH STREET AND 3D AVENUE.

I HEREBY GIVE NOTICE THAT A PETITION has been presented to the President of the Borough of The Bronx, and is on file in my office for inspection, for each of the following entitled improvements:

301. Acquiring title to the lands necessary for West 179th street, between Osborne place and Aqueduct avenue.

308. Regrading, regrading, setting and resetting curbstones, flagging and reflagging the sidewalks a space four feet wide, laying and relaying crosswalks, building approaches and erecting fences where necessary in Sedgwick avenue, from Van Cortlandt avenue to the change of grade about 430 feet westerly therefrom, together with all work incidental thereto.

309. Acquiring title to the lands necessary for West 236th street, from Kingsbridge avenue to Riverdale avenue.

The petitions for the above will be submitted to the Local Board having jurisdiction thereof, on April 17, 1911, at 8.30 p. m., at the office of the President of the Borough of The Bronx, Municipal Building, Crotona Park, 177th street and 3d avenue.

Dated April 4, 1911.

CYRUS C. MILLER, President of the Borough of The Bronx.

GEORGE DONNELLY, Secretary.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF THE BRONX, MUNICIPAL BUILDING, CROTONA PARK, 177TH STREET AND 3D AVENUE.

I HEREBY GIVE NOTICE THAT PETITIONS have been presented to the President of the Borough of The Bronx, and are on file in my office for inspection, for

300. Paving with asphalt blocks on a concrete foundation the roadway of East 172d street, from Southern boulevard to Bryant avenue, and setting curb where necessary, together with all work incidental thereto.

307. Paving with sheet asphalt on a concrete foundation the roadway of East 178th street, from the westerly side of Bryant avenue to Boston road, and setting curb where necessary, together with all work incidental thereto.

The petitions for the above will be submitted to the Local Board having jurisdiction thereof, on April 17, 1911, at 9.30 p. m., at the office of the President of the Borough of The Bronx, Municipal Building, Crotona Park, 177th street and 3d avenue.

Dated April 4, 1911.

CYRUS C. MILLER, President of the Borough of The Bronx.

GEORGE DONNELLY, Secretary.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF THE BRONX, MUNICIPAL BUILDING, CROTONA PARK, 177TH STREET AND 3D AVENUE.

I HEREBY GIVE NOTICE THAT A PETITION has been presented to the President of the Borough of The Bronx, and is on file in my office for inspection, for

310. Constructing a receiving basin on each side of Whitlock avenue, between East 156th street and Longwood avenue.

The petition for the above will be submitted to the Local Board having jurisdiction thereof, on April 17, 1911, at 9 p. m., at the office of the President of the Borough of The Bronx, Municipal Building, Crotona Park, 177th street and 3d avenue.

Dated April 4, 1911.

CYRUS C. MILLER, President of the Borough of The Bronx.

GEORGE DONNELLY, Secretary.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF THE BRONX, MUNICIPAL BUILDING, CROTONA PARK, 177TH STREET AND 3D AVENUE.

I HEREBY GIVE NOTICE THAT A PETITION has been presented to the President of the Borough of The Bronx, and is on file in my office for inspection, for each of the following entitled improvements:

295. Regulating, grading, setting curbstones, flagging the sidewalks a space four feet wide, laying crosswalks, building approaches and erecting fences where necessary in East 223d street, from Bronxwood avenue to Laconia avenue, together with all work incidental thereto.

296. Regulating, grading, setting curbstones, flagging the sidewalks a space four feet wide, laying crosswalks, building approaches and erecting fences where necessary in East 224th street, from Bronxwood avenue to Laconia avenue, together with all work incidental thereto.

302. Paving with bituminous macadam Commonwealth avenue, from Walker avenue to Westchester avenue, setting curb where necessary and all work incidental thereto.

303. Paving with macadam East 177th street (Tremont avenue), from Walker avenue and Bronx River to Westchester avenue, setting curb where necessary and all work incidental thereto.

The petitions for the above will be submitted to the Local Board having jurisdiction thereof, on April 17, 1911, at 8 p. m., at the office of the President of the Borough of The Bronx, Municipal Building, Crotona Park, 177th street and 3d avenue.

Dated April 4, 1911.

CYRUS C. MILLER, President of the Borough of The Bronx.

GEORGE DONNELLY, Secretary.

DEPARTMENT OF FINANCE.

Corporation Sales.

CORPORATION SALE BY SEALED BIDS OF THE LEASE OF CERTAIN REAL ESTATE AND APPURTENANCES THERETO.

UPON THE AUTHORIZATION OF THE Commissioners of the Sinking Fund, and pursuant to a resolution adopted by them at a meeting held March 29, 1911, the Comptroller of The City of New York will sell by sealed bids on

THURSDAY, APRIL 20, 1911,

at 11 a. m., in Room K, No. 280 Broadway, Borough of Manhattan, the lease for a period of three years commencing May 1, 1911, of the premises belonging to the corporation of The City of New York situated on the northeast corner of Underhill ave. and Park place, having a frontage of 70 feet on the east side of Underhill ave. and a depth of 150 feet on and parallel to Park place, with the improvements thereon, in the Borough of Brooklyn.

The Comptroller will receive sealed bids for the lease of the said parcel of land and the improvements thereon for the said period at the minimum or upset price of $1,000 per annum, payable quarterly in advance, and the said sale will be made upon the following

TERMS AND CONDITIONS.

Each bid must be accompanied by cash or a certified check for 25 per cent. of the amount of the yearly rental offered; the amount so paid for one-quarter's rent shall be forfeited if the successful bidder does not execute the lease when notified that it is ready for execution.

He will also be required to give an undertaking in the amount of the annual rental bid, with two sufficient sureties to be approved by the Comptroller, conditioned for the payment of the rent quarterly in advance and for the performance of the covenants and terms of the lease.

No person shall be received as lessee or surety who is a delinquent on any former lease from the corporation, and no bid shall be accepted from 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, as provided by law.

The lease will be in the usual form of leases of like property, and will contain, in addition to other terms, covenants and conditions as follows:

1. A clause providing that the lessee shall pay the usual rates for water, per meter measurement, and comply with the rules and regulations of the Department of Water Supply, Gas and Electricity.

2. A clause providing that the lessee shall not make any improvements on the property except with the consent and approval of the Comptroller.

3. A clause providing that all improvements placed upon the said property shall revert to The City of New York upon the termination of the lease.

4. A clause providing that the lessee shall keep the grounds around the house in a condition at least equivalent to their present state.

5. A clause providing that the lessee shall make all necessary repairs at his own cost and expense and comply with all the rules and regulations of the Health, Police and Fire Departments.

6. A clause providing that the Department of Water Supply, Gas and Electricity shall furnish the lessee with the necessary amount of heat from the pumping station adjoining.

The Comptroller shall have the right to reject any or all bids if deemed to be to the interest of The City of New York.

WM. A. PRENDERGAST, Comptroller.

City of New York, Department of Finance, Comptroller's Office, March 30, 1911. a3,20

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE BY SEALED BIDS.

AT THE REQUEST OF THE BOARD OF Education, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale by sealed bids all the buildings, parts of buildings, etc., standing upon property owned by The City of New York, acquired by it for school site purposes in the

Borough of Brooklyn.

Being the building formerly known as the 14th Regiment Armory, situated on Auburn place, N. Portland ave. and N. Elliott place, in the Borough of Brooklyn, which is more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, Room K 280 Broadway, Borough of Manhattan.

Pursuant to a resolution of the Commissioners of the Sinking Fund, adopted at a meeting held March 29, 1911, the sale by sealed bids of the above described building and appurtenances thereto, will be held by direction of the Comptroller on

WEDNESDAY, APRIL 19, 1911,

at 11 a. m., in lots and parcels and in manner and form as follows:

Parcel 1. The building formerly known as the 14th Regiment Armory situated on Auburn place, N. Portland ave. and N. Elliott place.

Sealed bids (blank forms of which may be obtained upon application) will be received by the Comptroller at the office of the Collector of City Revenue, Room K, 280 Broadway, Borough of Manhattan, until 11 a. m. on the 19th day of April, 1911, and then publicly opened for the sale for removal of the above-described buildings and appurtenances thereto, and the award will be made to the highest bidder within twenty-four hours, or as soon as possible thereafter.

Each parcel must be bid for separately and will be sold in its entirety, as described in above advertisement.

Each and every bid must be accompanied by a deposit of cash or certified check in a sum equal to 25 per cent. of the amount of the bid, except that a minimum deposit of $50 will be required with all bids, and that a deposit of $500 will be sufficient to entitle bidders to bid on any or all of the buildings.

Deposits of unsuccessful bidders will be returned within twenty-four hours after successful bidders have paid purchase price in full and given security, and those of successful bidders may be declared forfeited to The City of New York by the Comptroller upon the failure of the successful bidder to further comply with the requirements of the terms and conditions of the sale as set forth hereinafter.

Successful bidders will be required to pay the purchase money and deposit the required security within twenty-four hours of the receipt of notification of the acceptance of their bids.

The Comptroller reserves the right to reject any and all bids and to waive any defects or informalities in any bid should it be deemed in the interest of The City of New York to do so.

All bids must state clearly (1) the number or description of the building or buildings bid for, (2) the amount of the bid, (3) the full name and address of the bidder.

All bids must be inclosed in properly sealed envelopes, marked "Proposals to be opened April 19, 1911," and must be delivered, or mailed in time for their delivery, prior to 11 a. m. of that date to the "Collector of City Revenue, Room K, 280 Broadway, New York City," from whom any further particulars regarding the buildings to be disposed of may be obtained.

THE BUILDINGS WILL BE SOLD FOR IMMEDIATE REMOVAL ONLY, SUBJECT TO THE TERMS AND CONDITIONS PRINTED ON THE LAST PAGE OF THIS ISSUE OF THE "CITY RECORD."

WM. A. PRENDERGAST, Comptroller.

City of New York, Department of Finance, Comptroller's Office, March 29, 1911. a1,19

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE BY SEALED BIDS.

AT THE REQUEST OF THE BRIDGE COMmissioner, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale by sealed bids all the buildings, parts of buildings, etc., standing upon property owned by The City of New York, acquired by it for bridge purposes in the

Borough of Manhattan.

Being the five-story brick building on the southwest corner of Avenue A and E. 60th st., Borough of Manhattan, which is more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, Room K, 280 Broadway, Borough of Manhattan.

Pursuant to a resolution of the Commissioners of the Sinking Fund, adopted at a meeting held March 29, 1911, the sale by sealed bids of the above described buildings and appurtenances thereto will be held by direction of the Comptroller on

TUESDAY, APRIL 18, 1911,

at 11 a. m., in lots and parcels and in manner and form as follows:

Parcel 1. The five-story brick building on the southwest corner of Avenue A and E. 60th st.

Sealed bids (blank forms of which may be obtained upon application) will be received by the Comptroller at the office of the Collector of City Revenue, Room K, 280 Broadway, Borough of Manhattan, until 11 a. m. on the 18th day of April, 1911, and then publicly opened for the sale for removal of the above-described buildings and appurtenances thereto, and the award will be made to the highest bidder within twenty-four hours, or as soon as possible thereafter.

Each parcel must be bid for separately and will be sold in its entirety, as described in above advertisement.

Each and every bid must be accompanied by a deposit of cash or certified check in a sum equal to 25 per cent. of the amount of the bid, except that a minimum deposit of $50 will be required with all bids, and that a deposit of $500 will be sufficient to entitle bidders to bid on any or all of the buildings.

Deposits of unsuccessful bidders will be returned within twenty-four hours after successful bidders have paid purchase price in full and given security, and those of successful bidders may be declared forfeited to The City of New York by the Comptroller upon the failure of the successful bidder to further comply with the requirements of the terms and conditions of the sale as set forth hereinafter.

Successful bidders will be required to pay the purchase money and deposit the required security within twenty-four hours of the receipt of notification of the acceptance of their bids.

The Comptroller reserves the right to reject any and all bids and to waive any defects or informalities in any bid should it be deemed in the interest of The City of New York to do so.

All bids must state clearly (1) the number or description of the building or buildings bid for, (2) the amount of the bid, (3) the full name and address of the bidder.

All bids must be inclosed in properly sealed envelopes, marked "Proposals to be opened April 18, 1911," and must be delivered, or mailed in time for their delivery, prior to 11 a. m. of that date to the "Collector of City Revenue, Room K, 280 Broadway, New York City," from whom any further particulars regarding the buildings to be disposed of may be obtained.

THE BUILDINGS WILL BE SOLD FOR IMMEDIATE REMOVAL ONLY, SUBJECT TO THE TERMS AND CONDITIONS PRINTED ON THE LAST PAGE OF THIS ISSUE OF THE "CITY RECORD."

WM. A. PRENDERGAST, Comptroller.

City of New York, Department of Finance, Comptroller's Office, March 29, 1911. m31,a18

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE BY SEALED BIDS.

AT THE REQUEST OF THE COMMISSIONer of Water Supply, Gas and Electricity, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale by sealed bids all the buildings, parts of buildings, etc., standing upon property owned by The City of New York, acquired by it for pipe line purposes in the

County of Nassau.

Being parts of two buildings now standing within the lines of the property acquired for the purposes of the 72-inch pipe line in the Village of Valley Stream and Freeport, Long Island, which are more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, Room K, 280 Broadway, Borough of Manhattan.

Pursuant to a resolution of the Commissioners of the Sinking Fund, adopted at a meetng held June 23, 1909, the sale by sealed bids of the above described buildings and appurtenances thereto will be held by direction of the Comptroller on

MONDAY, APRIL 10, 1911.

at 11 a. m., in lots and parcels and in manner and form as follows:

Parcel No. 17. Part of two and one-half story frame house on the east side of Franklin avenue about 80 feet north of Brooklyn avenue, Valley Stream, formerly owned by M. O'Loughlin. Cut 24.8 feet on east and west sides by 20.5 feet on north side.

Parcel No. 275a. That part of a two and one-half story cement block and frame house about 16 feet in depth now within the lines of the pipe line property. House formerly owned by H. A. Bissell and known as 179 Centre street, Freeport.

Sealed bids (blank forms of which may be obtained upon application) will be received by the Comptroller at the office of the Collector of City Revenue, Room K, 280 Broadway, Borough of Manhattan, until 11 a. m. on the 10th day of April, 1911, and then publicly opened for the sale for removal of the above-described buildings and appurtenances thereto, and the award will be made to the highest bidder within twenty-four hours, or as soon as possible thereafter.

Each parcel must be bid for separately and will be sold in its entirety, as described in above advertisement.

Each and every bid must be accompanied by a deposit of cash or certified check in a sum equal to 25 per cent. of the amount of the bid, except that a minimum deposit of $50 will be required with all bids, and that a deposit of $500 will be sufficient to entitle bidders to bid on any or all of the buildings.

Deposits of unsuccessful bidders will be returned within twenty-four hours after successful bidders have paid purchase price in full and given security, and those of successful bidders may be declared forfeited to The City of New York by the Comptroller upon the failure of the successful bidder to further comply with the requirements of the terms and conditions of the sale as set forth hereinafter.

Successful bidders will be required to pay the purchase money and deposit the required security within twenty-four hours of the receipt of notification of the acceptance of their bids.

The Comptroller reserves the right to reject any and all bids and to waive any defects or informalities in any bid should it be deemed in the interest of The City of New York to do so.

All bids must state clearly (1) the number or description of the building or buildings bid for, (2) the amount of the bid, (3) the full name and address of the bidder.

All bids must be inclosed in properly sealed envelopes, marked "Proposals to be opened April 10, 1911," and must be delivered, or mailed in time for their delivery, prior to 11 a. m. of that date to the "Collector of City Revenue, Room K, 280 Broadway, New York City," from whom any further particulars regarding the buildings to be disposed of may be obtained.

THE BUILDINGS WILL BE SOLD FOR IMMEDIATE REMOVAL ONLY, SUBJECT TO THE TERMS AND CONDITIONS PRINTED ON THE LAST PAGE OF THIS ISSUE OF THE "CITY RECORD."

WM. A. PRENDERGAST, Comptroller, City of New York, Department of Finance, Comptroller's Office, March 24, 1911. m25,a10

Sureties on Contracts.

UNTIL FURTHER NOTICE SURETY COMpanies will be accepted as sufficient upon the following contracts to the amounts named:

Supplies of Any Description, Including Gas and Electricity.

One company on a bond up to $50,000.

When such company is authorized to write that amount as per letter of Comptroller to the sureties companies, dated September 16, 1907.

Construction.

One company on a bond up to $25,000.

Including regulating, grading, paving, sewers, maintenance, dredging, construction of parks, parkways, docks, buildings, bridges, tunnels, aqueducts, repairs, heating, ventilating, plumbing, etc., etc.

When such company is authorized to write that amount as per letter of Comptroller to the surety companies, dated September 16, 1907.

Asphalt, Asphalt Block and Wood Block Pavements.

Two companies will be required on any and every bond up to amount authorized by letter of Comptroller to the surety companies, dated September 16, 1907.

Dated January 3, 1910.

WILLIAM A. PRENDERGAST, Comptroller.

Notices of Sale.

NOTICE OF CONTINUATION OF BROOKLYN TAX SALE.

THE SALE OF THE LIENS FOR UNPAID taxes, assessments and water rents for the Borough of Brooklyn, as to liens remaining unsold at the termination of sales of July 27, August 3, 24, September 7, 21, October 5, 19, November 2, 16, 30, December 14 and 28, 1910, January 11, 25, February 8, March 1, 15, 29 and April 5, 1911, has been continued to

WEDNESDAY, APRIL 19, 1911,

at 2 p. m., pursuant to section 1028 of the Greater New York Charter, and will be continued at that time in Room 2, Borough Hall, in the Borough of Brooklyn, in the City of New York, as heretofore.

DANIEL MOYNAHAN, Collector of Assessments and Arrears.

Dated April 5, 1911. a6,19

NOTICE OF CONTINUATION OF THE BRONX TAX SALE.

THE SALE OF THE LIENS FOR UNPAID taxes, assessments and water rents for the Borough of The Bronx, as to liens remaining unsold at the termination of sales of February 6, 20 and March 6, 1911, has been continued to

MONDAY, APRIL 10, 1911,

at 10 o'clock a. m., pursuant to section 1028 of the Greater New York Charter, and will be continued at that time in the Coroner's Court Room, Bronx Building, 531 Tremont ave., in the Borough of The Bronx, in The City of New York.

This sale will include tax liens from 1250 to 1750, inclusive.

DANIEL MOYNAHAN, Collector of Assessments and Arrears.

Dated March 27, 1911. m28,a10

NOTICES OF CONTINUATION OF TAX SALE IN THE BOROUGH OF MANHATTAN.

THE SALE OF TAX LIENS OF THE CITY of New York for unpaid taxes, including special franchise taxes, held May 19, 1910, pursuant to advertisement, will be continued as to the liens remaining unsold at the termination of sales of May 19, 26, June 2, 9, 16, 23, 30, July 7, 14, 21, August 4, 29, September 2, October 3, November 3, December 5, 1910, January 5, February 9 and March 9, 1911, to

THURSDAY, APRIL 13, 1911,

at 10 a. m., in the Aldermanic Chamber in the City Hall, postponement to said date being by direction of the Comptroller of The City of New York.

DANIEL MOYNAHAN, Collector of Assessments and Arrears. m10,a13

Dated March 9, 1911.

Interest on City Bonds and Stock.

INTEREST ON CITY BONDS AND STOCK.

THE INTEREST DUE ON MAY 1, 1911, ON registered bonds and stock of The City of New York, and of the former corporations now included therein, will be paid on that day by the Comptroller at his office (Room 85) in the Stewart Building, corner of Broadway and Chambers st., in the Borough of Manhattan.

The coupons that are payable in New York or in London for the interest due on May 1, 1911, on assessment bonds and corporate stock of The City of New York, will be paid on that day, at the option of the holders thereof, either at the office of the Guaranty Trust Company, 28 and 30 Nassau st., New York City, in United States money, or at the office of Messrs. Seligman Brothers, 18 Austin Friars, London, E. C., England, in sterling, at the rate of $4.8780 to the pound.

The coupons that are payable only in New York for interest due on May 1, 1911, on bonds and stock of the present and former City of New York, and of former corporations now included in The City of New York, except the former County of Queens, will be paid on that day at the office of the said Guaranty Trust Company.

The coupons that are payable on May 1, 1911, for interest on bonds issued by the former County of Queens, will be paid on that day at the Queens County Bank, Branch of the Corn Exchange Bank, Borden ave. and Front st., Long Island City.

The books for the transfer of bonds and stock on which interest is payable May 1, 1911, will be closed from April 10 to May 1, 1911.

WM. A. PRENDERGAST, Comptroller, City of New York, Department of Finance, Comptroller's Office, March 21, 1911. m22,my1

Notices to Property Owners.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

TWENTY-THIRD WARD, SECTION 10.

CONCORD AVENUE—PAVING AND CURBING, from 149th st. to 152d st. Area of assessment: Both sides of Concord ave. from 149th st. to 152d st., and to the extent of half the block at the intersecting streets.

TWENTY-THIRD WARD, SECTIONS 9 AND 11.

WEST ONE HUNDRED AND SIXTY-EIGHTH STREET—REGULATING, GRADING, BUILDING STEPS, RAILINGS, ETC., WITH NECESSARY DRAINAGE, from Shakespeare ave. to Boscobel ave. Area of assessment affects Blocks Nos. 2506, 2510, 2515, 2517, 2519, 2855, 2864 and 2871.

TWENTY-FOURTH WARD, SECTION 11.

ST. PAULS PLACE—PAVING AND CURBING, from Webster to Fulton ave. Area of assessment: Both sides of St. Pauls place from Webster ave. to Fulton ave. and to the extent of half the block at the intersecting streets.

TWENTY-FOURTH WARD, ANNEXED TERRITORY.

RECEIVING BASINS at the southeast corner of MORRIS PARK AVENUE and WALLACE AVENUE; northeast and southeast corners of MORRIS PARK AVENUE and CRUGER AVENUE; northwest corner of MORRIS PARK AVENUE and AMETHYST STREET, and at the southeast corner of MORRIS PARK AVENUE and FILLMORE STREET. Area of assessment affects blocks bounded by Columbus ave., Jefferson st., Morris Park ave. and Madison st.; north side of Morris Park ave. between Louise st. and Lincoln st.; south side of Morris Park ave. between Lincoln st. and Louise st., and west side of Lincoln st. between Columbus and Morris Park aves.; block bounded by Morris Park ave., Mianna st., Unionport road and Amethyst st.; south side of Morris Park ave. between Unionport road and Fillmore st. and east side of Fillmore st. between Morris Park ave. and Columbus ave.

—that the same were confirmed by the Board of Assessors on April 4, 1911, and entered April 4, 1911, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided by section 1019 of the Greater New York Charter.

Said section provides that, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment, from the date when such assessment became a lien, as provided by section 159 of this Act."

Section 159 of this Act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." * * *

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of 177th st. and 3d ave., Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before June 3, 1911, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

WM. A. PRENDERGAST, Comptroller, City of New York, Department of Finance, Comptroller's Office, April 4, 1911. a6,17

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF QUEENS:

FIRST WARD.

ACADEMY STREET—SEWER, from Washington ave. to Graham ave. Area of assessment: Both sides of Academy st. between Washington ave. and Graham ave.; both sides of Pierce ave. and Graham ave. from Academy st. to 1st st., and north side of 1st ave. from Graham ave. to Broadway.

BASINS on the northeast and northwest corners of HOYT AVENUE AND CHAUNCEY STREET, and opposite CHAUNCEY STREET; all four corners of CRESCENT AND HOYT AVENUES; west corner of WOOLSEY AND HOYT AVENUES; and northeast corner of HOYT AND SECOND AVENUES. Area of assessment affects Blocks Nos. 88, 104, 105, 106, 121, 122, 136, 137 and 177.

BASINS on southwest corner of SECOND AVENUE AND BROADWAY; southwest corner of ELM STREET AND SECOND AVENUE, and northwest corner of JAMAICA AND SECOND AVENUES. Area of assessment affects Blocks Nos. 104 and 106.

SIXTH AVENUE—SEWER, from Pierce to Graham aves. Area of assessment affects Blocks Nos. 139, 140 and 144.

ELEVENTH AVENUE—SEWER, between Broadway and Graham ave. Area of assessment affects Blocks Nos. 180 and 193.

WOOLSEY AVENUE—SEWER, between the Crescent and Hallett st. Area of assessment affects Blocks Nos. 135, 136, 138, 139, 151 and 152.

FOURTH WARD.

HOFFMAN BOULEVARD—LAYING SIDEWALKS AND CROSSWALKS, from Fulton st. to Jefferson ave. Area of assessment: Both sides of Hoffman boulevard from Fulton st. to Jefferson ave., and to the extent of half the block at the intersecting streets.

KAPLAN AVENUE—LAYING CEMENT SIDEWALKS, from Fulton st. to Pierson ave. Area of assessment: Both sides of Kaplan ave. from Fulton st. to Pierson st.

FLAGGING JAMAICA AVENUE (north side), from Woodhaven ave. to Willard ave., and from Willard ave. to Union place; west side of Gherardi ave. (Woodland ave.), from a point 136 feet north of Jamaica ave. to Jamaica ave. Area of assessments: Lots 211 and 216 of Belmont Park map and Blocks Nos. 3, 17, 25 and 34.

—the above-entitled assessments were confirmed by the Board of Assessors April 4, 1911, and entered April 4, 1911, in the Record of Titles and Assessments, kept in the Bureau for the Collection of Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated at the date of payment, from the date when such assessment became a lien, as provided by section 159 of this Act."

Section 159 of this Act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." * * *

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, at the Hackett Building, 51 Jackson ave., Long Island City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before June 3, 1911, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when the above assessments became liens to the date of payment.

WM. A. PRENDERGAST, Comptroller, City of New York, Department of Finance, Comptroller's Office, April 4, 1911. a6,17

NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

IN PURSUANCE OF SECTION 1005 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice of the confirmation by the Supreme Court, and the entering in the Bureau for the Collection of Assessments and Arrears, of the assessments for OPENING AND ACQUIRING TITLE to the following-named streets and avenues in the BOROUGH OF BROOKLYN:

TWENTY-SIXTH WARD, SECTION 12.

SNEDIKER AVENUE—OPENING, between Dumont ave. and the bulkhead line of Fresh Creek. Confirmed December 2, 1910; entered March 31, 1911. Area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of Brooklyn, in The City of New York, which, taken together, are bounded and described as follows:

Bounded on the north by a line 100 feet distant northerly from and parallel with the northerly side of Dumont ave., said distance being measured at right angles to the line of Dumont ave.; on the east by a line midway between Snediker ave. and Hinsdale st., and by the prolongation of the said line; on the south by a line midway between the bulkhead lines of Fresh Creek, and on the west by a line midway between Snediker ave. and Van Sinderen ave. and by the prolongation of the said line.

TWENTY-SIXTH WARD, SECTIONS 13 AND 14.

ELTON STREET—OPENING, from Blake ave. to Vandalia ave. Confirmed December 28, 1910; entered March 31, 1911. Area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of Brooklyn, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly line of Blake ave., the said distance being measured at right angles to the line of Blake ave.; on the east by a line midway between Linwood st. and Elton st. and by the prolongation of the said line; on the south by a line distant 100 feet southerly from and parallel with the southerly line of Vandalia ave., the said distance being measured at right angles to the line of Vandalia ave.; on the west by a line always midway between Elton st. and Cleveland st. and by the prolongation of the said line.

THIRTIETH WARD, SECTION 19.

NINETEENTH AVENUE—OPENING, from 76th st. to 86th st. Confirmed December 28, 1910; entered March 31, 1911. Area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of Brooklyn, in The City of New York, which, taken together, are bounded and described as follows:

Beginning at a point on the line midway between 18th and 19th aves., where it is intersected by a line midway between 75th and 76th sts., and running thence southeastwardly along the said line midway between 75th and 76th sts. to the intersection with a line midway between 19th and 20th aves.; thence southwardly along the said line midway between 19th and 20th aves.; thence southwardly along the said line midway between 19th and 20th aves. to a point distant 100 feet southwestwardly from the southwesterly line of 86th st.; thence northwestwardly and parallel with 86th st. to the intersection with a line bisecting the angle formed by the prolongation of the centre lines of 18th and 19th aves. as laid out southwesterly from 82d st.; thence northeastwardly along the said bisecting line to the intersection with a line midway between 18th and 19th aves. as laid out northeasterly from 82d st.; thence northeastwardly along the said line midway between 18th and 19th aves. to the point or place of beginning.

THIRTY-FIRST WARD, SECTION 20.

AVENUE J—OPENING, from Ocean parkway to East 16th st., excepting the property occupied by the tracks of the Long Island Railroad and of the Brooklyn and Brighton Beach Railroad. Confirmed June 30, 1910; entered March 31, 1911. Area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of Brooklyn, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Bounded on the north by a line midway between Avenue I and Avenue J; on the east by a line midway between East 16th st. and East 17th st.; on the south by a line midway between Avenues J and K, and on the west by a line midway between East 5th st. and Ocean parkway.

The above-entitled assessments were entered on the date hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty

days after the date of said entry of the assessments, interest will be collected thereon, as provided by section 1019 of the Greater New York Charter.

Said section provides, in part, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment, from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." * * *

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Mechanics Bank Building, Court and Montague sts., Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before May 31, 1911, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessments became liens to the date of payment.

WILLIAM A. PRENDERGAST, Comptroller, City of New York, Department of Finance, Comptroller's Office, March 31, 1911. a5,15

NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

IN PURSUANCE OF SECTION 1005 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice of the confirmation by the Supreme Court and the entering in the Bureau for the Collection of Assessments and Arrears of the assessment for OPENING AND ACQUIRING TITLE to the following named place in the BOROUGH OF RICHMOND:

FIRST WARD.

CURTIS PLACE—OPENING, from Westervelt ave. to Hamilton ave. Confirmed February 10, 1911; entered March 31, 1911. Area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of Richmond, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point on the prolongation of a line midway between Egmont place and Curtis place distant 100 feet westerly from the westerly line of Westervelt ave., the said distance being measured at right angles to Westervelt ave., and running thence eastwardly along the said line midway between Egmont place and Curtis place, and along the prolongations of the said line to a point distant 100 feet northeasterly from the northeasterly line of Hamilton ave., the said distance being measured at right angles to Hamilton ave.; thence southeastwardly and parallel with Hamilton ave. to the intersection with the prolongation of a line distant 100 feet easterly from and parallel with the easterly line of Daniel Low terrace, the said distance being measured at right angles to Daniel Low terrace; thence southwardly along the said line parallel with Daniel Low terrace, and along the prolongation of the said line, to the intersection with the prolongation of a line midway between Curtis place and Crescent ave.; thence westwardly along the said line midway between Curtis place and Crescent ave., and along the prolongations of the said line, to the intersection with a line parallel with Westervelt ave., and passing through the point of beginning; thence northwardly along the said line parallel with Westervelt ave. to the point or place of beginning.

The above entitled assessment was entered on the date hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1606 of the Greater New York Charter.

Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this Act."

Section 159 of this Act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." * * *

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Borough Hall, St. George, Borough of Richmond, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before May 31, 1911, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

WILLIAM A. PRENDERGAST, Comptroller.

City of New York, Department of Finance, Comptroller's Office, March 31, 1911. a1,12

NOTICE OF ASSESSMENT FOR OPENING STREETS AND PARKS.

IN PURSUANCE OF SECTION 1005 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice of the confirmation by the Supreme Court, and the entering in the Bureau for the Collection of Assessments and Arrears, of the assessment for OPENING AND ACQUIRING TITLE to the following named drive and street in the BOROUGH OF MANHATTAN:

TWELFTH WARD, SECTION 7.

RIVERSIDE DRIVE—OPENING, from West 139th st. to West 142d st. Confirmed February 14, 1911; entered March 31, 1911. Area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of Manhattan, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point on the westerly side of Riverside drive midway between West 136th st. and West 137th st., and running thence eastwardly on a line midway between West 136th st. and West 137th st. to a point midway between the easterly side of Riverside drive and the westerly side of Broadway; thence northwardly on a line midway between the easterly side of Riverside drive and the westerly side of Broadway to a line midway between the northerly side of West 138th st. and the southerly side of West 139th st.; thence eastwardly on a line midway between the northerly side of West 138th st. and the southerly side of West 139th st. to a line midway between the easterly side of Broadway and the westerly side of Amsterdam ave.; thence northwardly on a line midway between the easterly side of Broadway and the westerly side of Amsterdam ave. to a line midway between the northerly side of West 142d st. and the southerly side of West 143d st.; thence westwardly on a line midway between the northerly side of West 142d st. and the southerly side of West 143d st. to a point midway between the westerly side of Broadway and the easterly side of Riverside drive; thence northwardly on a line midway between the westerly side of Broadway and the easterly side of Riverside drive to a point midway between the northerly side of West 144th st. and the southerly side of West 145th st.; thence westwardly on a line midway between the northerly side of West 144th st. and the southerly side of West 145th st. to the easterly side of Riverside drive; thence southwardly along the easterly side of Riverside drive to the place of beginning.

TWELFTH WARD, SECTION 8.

AN UNNAMED STREET (WEST ONE HUNDRED AND EIGHTY-SEVENTH STREET)—OPENING, located about 1,500 feet north of West 181st st., extending from Fort Washington ave. to Northern ave. Confirmed February 14, 1911; entered March 31, 1911. Area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of Manhattan, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Bounded on the west by a line distant 100 feet westerly from and parallel with the westerly line of Northern ave., the said distance being measured at right angles to the line of Northern ave.; on the north by a line distant 100 feet northerly from and parallel with the northerly line of the unnamed street to be opened, the said distance being measured at right angles to the line of the said street, and by the prolongation of the said line; on the east by a line always distant 100 feet easterly from and parallel with the easterly line of Fort Washington ave., the said distance being measured at right angles to the line of Fort Washington ave., and on the south by a line 100 feet distant southerly from and parallel with the southerly line of the new street to be opened, the said distance being measured at right angles to the line of the said street, and by the prolongation of the said line

The above-entitled assessments were entered on the date hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment interest will be collected thereon, as provided in section 1606 of the Greater New York Charter.

Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." * * *

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room H, 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before May 31, 1911, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

WM. A. PRENDERGAST, Comptroller, City of New York, Department of Finance, Comptroller's Office, March 31, 1911. a1,12

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF QUEENS:

FIRST WARD.

FOURTH AVENUE—REGULATING, GRADING, CURBING, FLAGGING AND LAYING CROSSWALKS, from Broadway to Graham ave. Area of assessment: Both sides of 4th ave., from Broadway to Graham ave., and to the extent of half the block at the intersecting streets.

FIFTH AVENUE—PAVING, from Broadway to Pierce ave. Area of assessment: Both sides of 5th ave., from Broadway to Pierce ave., and to the extent of half the block at the intersecting streets.

THIRTEENTH AVENUE—SEWER, from Jamaica ave. to Grand ave. Area of assessment affects Blocks Nos. 203 and 210.

—the above-entitled assessments were confirmed by the Board of Assessors March 28, 1911, and entered March 28, 1911, in the Record of Titles and Assessments, kept in the Bureau for the Collection of Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated at the date of payment, from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." * * *

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room H, 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before May 31, 1911, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

WM. A. PRENDERGAST, Comptroller, City of New York, Department of Finance, Comptroller's Office, March 28, 1911. m31,a11

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

TWENTY-FOURTH WARD, SECTION 11.

EAST ONE HUNDRED AND SEVENTY-FOURTH STREET AND EASTBURN AVENUE—RECEIVING BASINS at the northeast and southeast corners. Area of assessment affects Blocks Nos. 2793 and 2796.

CROTONA PARK EAST—RECEIVING BASIN opposite E. 173d st., on the west side. Area of assessment: Crotona Park.

—that the same was confirmed by the Board of Assessors on March 28, 1911, and entered March 28, 1911, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided by section 1019 of the Greater New York Charter.

Said section provides that, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment, from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." * * *

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of 177th st. and 3d ave., Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before May 27, 1911, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

WM. A. PRENDERGAST, Comptroller, City of New York, Department of Finance, Comptroller's Office, March 28, 1911. m31,a11

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF BROOKLYN.

EIGHTH WARD, SECTION 3.

FORTY-EIGHTH STREET—REGULATING, GRADING, CURBING AND FLAGGING, between 7th and 8th aves. Area of assessment: Both sides of 48th st., from 7th to 8th ave. and to the extent of half the block at the intersecting avenues.

FIFTY-SIXTH STREET—REGULATING, GRADING, CURBING AND FLAGGING, between 6th and 7th aves. Area of assessment: Both sides of 56th st., from 6th to 7th ave. and to the extent of half the block at the intersecting avenues.

SEVENTEENTH WARD, SECTION 9.

KENT STREET—REGULATING, GRADING, CURBING AND FLAGGING, between Oakland and Provost sts. Area of assessment: Both sides of Kent st., from Oakland to Provost st., and to the extent of half the block at the intersecting streets.

TWENTY-FIFTH WARD, SECTION 6; TWENTY-SIXTH WARD, SECTIONS 5 AND 13; AND TWENTY-EIGHTH WARD, SECTION 11.

CONSTRUCTING CEMENT SIDEWALKS ON RIDGEWOOD AVENUE, both sides, between Putnam ave. and Palmetto st.; southwest corner of JEFFERSON AND HAMBURG AVENUES; on ST. MARKS AVENUE, south side, between Hopkinson and Rockaway aves.; on CHESTNUT STREET, west side, between Etna st. and Ridgewood ave.; on LEXINGTON AVENUE, north side, between Patchen ave. and Broadway. Area of assessment: Both sides of Ridgewood ave., from Putnam ave. to Palmetto st.; southwest corner of Jefferson and Hamburg aves.; south side of St. Marks ave., between Hopkinson and Rockaway aves.; west side of Chestnut st., between Etna st. and Ridgewood ave.; north side of Lexington ave., between Patchen ave. and Broadway.

TWENTY-SIXTH WARD, SECTION 12.

LIVONIA AVENUE—REGULATING, GRADING, CURBING AND FLAGGING, between Powell st. and Stone ave. Area of assessment: Both sides of Livonia ave., from Powell st. to Stone ave., and to the extent of half the block at the intersecting streets.

NEW LOTS ROAD—REGULATING, GRADING, CURBING AND FLAGGING, from Hegeman to Snediker ave. Area of assessment: Both sides of New Lots road, from Hegeman ave. to Snediker ave., and to the extent of half the block at the intersecting streets.

TWENTY-SIXTH WARD, SECTIONS 12 AND 14.

NEW LOTS ROAD—REGULATING, GRADING, CURBING AND FLAGGING, from Snediker ave. to Riverdale ave. Area of assessment: Both sides of New Lots road, from Snediker ave. to Riverdale ave., and to the extent of half the block at the intersecting avenues.

TWENTY-SEVENTH AND TWENTY-EIGHTH WARDS, SECTION 11.

STOCKHOLM STREET—REGULATING, GRADING, CURBING AND FLAGGING, between Wyckoff and St. Nicholas aves. Area of assessment: Both sides of Stockholm st., from Wyckoff to St. Nicholas ave., and to the extent of half the block at the intersecting streets.

IRVING AVENUE—REGULATING, GRADING, CURBING AND FLAGGING, between Putnam ave. and the County Line. Area of assessment: Both sides of Irving ave., from Putnam ave. to the County Line, and to the extent of half the block at intersecting streets.

TWENTY-NINTH WARD, SECTION 5.

STERLING STREET—GRADING, CURBING AND FLAGGING, between Bedford and Washington aves. Area of assessment: Both sides of Sterling st., from Bedford to Washington ave., and to the extent of half the block at the intersecting streets.

TWENTY-NINTH WARD, SECTION 15.

REGULATING AND GRADING KINGSTON AVENUE, between Hawthorne and Winthrop sts.; CURBING AND FLAGGING, from Rutland road to Winthrop st.; RELAYING BRICK GUTTERS, from Rutland road to Hawthorne st. Area of assessment: Both sides of Kingston ave., from Rutland road to Winthrop st., and to the extent of half the block at the intersecting streets.

TWENTY-NINTH WARD, SECTION 16.

EAST SECOND STREET—REGULATING, GRADING, CURBING AND FLAGGING, between Avenues E and F. Area of assessment: Both sides of E. 2d st., from Avenues E to F, and to the extent of half the block at the intersecting streets.

EAST TWENTY-SIXTH STREET—REGULATING, GRADING, CURBING AND FLAGGING, between Clarendon road and Avenue D. Area of assessment: Both sides of E. 26th st., from Clarendon road to Avenue D, and to the extent of half the block at the intersecting streets.

FORTY-FIRST STREET—REGULATING, GRADING, CURBING AND FLAGGING, between 16th ave. and West st. Area of assessment: Both sides of 41st st., from 16th ave. to West st., and to the extent of half the block at the intersecting streets.

TWENTY-NINTH AND THIRTIETH WARDS, SECTIONS 16 AND 17.

FORTY-FIRST STREET—REGULATING, GRADING, CURBING AND FLAGGING, from 13th to 14th ave. Area of assessment: Both sides of 41st st., from 13th to 14th ave., and to the extent of half the block at the intersecting avenues.

THIRTIETH WARD, SECTIONS 17 AND 18.

SIXTY-SEVENTH STREET—REGULATING, GRADING AND CURBING, between 7th and Fort Hamilton aves. Area of assessment: Both sides of 67th st., from 7th to Fort Hamilton ave., and to the extent of half the block at the intersecting avenues.

THIRTIETH WARD, SECTION 18.

SEVENTY-SIXTH STREET—REGULATING, GRADING AND CURBING, between 4th and 5th aves. Area of assessment: Both sides of 76th st., between 4th and 5th aves., and to the extent of half the block at the intersecting avenues.

TENTH AVENUE—REGULATING, GRADING, CURBING AND FLAGGING, from 75th to 79th st. Area of assessment: Both sides of 10th ave., from 75th to 79th st., and to the extent of half the block at the intersecting streets.

THIRTY-FIRST WARD, SECTION 20.

AVENUE H—REGULATING, GRADING, CURBING AND FLAGGING, between Coney Island ave. and the right of way of the Brighton Beach Railroad Co. Area of assessment: Both sides of Avenue H, from Coney Island ave. to the right of way of the Brighton Beach Railroad, and to the extent of half the block at the intersecting streets.

THIRTY-SECOND WARD, SECTION 23.

EAST FORTIETH STREET—SEWER, between Avenues H and J. Area of assessment affects Blocks Nos. 7553 to 7565, inclusive, from 7571 to 7583, inclusive; 7722 and 7723, 7742, 7743, 7744, 7765 and 7766.

—that the same were confirmed by the Board of Assessors on March 28, 1911, and entered March 28, 1911, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided by section 1019 of the Greater New York Charter.

Said section provides, in part, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment, to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment, from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." * * *

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Mechanics Bank Building, Court and Montague sts., Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before May 27, 1911, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessments became liens to the date of payment.

WILLIAM A. PRENDERGAST, Comptroller, City of New York, Department of Finance, Comptroller's Office, March 28, 1911. m31,a11

BOROUGH OF RICHMOND.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND, RICHMOND BOROUGH HALL, ST. GEORGE, NEW BRIGHTON, N. Y., APRIL 4, 1911.

NOTICE IS HEREBY GIVEN, IN ACCORDance with section 432 of the Greater New York Charter, that a petition signed by residents of the Staten Island District for Local Improvements to regulate, grade and macadamize Old Town road from the Richmond road to the boulevard, in the Fourth Ward of the Borough of Richmond, has been presented to me and is on file in this office for inspection, and that a meeting of the Local Board will be held in Richmond Borough Hall, at St. George, Borough of Richmond, on the 18th day of April, 1911, at 10.30 o'clock in the forenoon, at which meeting said petition will be submitted to said Board.

GEORGE CROMWELL, President of the Borough.

MAYBURY FLEMING, Secretary.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND, RICHMOND BOROUGH HALL, ST. GEORGE, NEW BRIGHTON, N. Y., APRIL 4, 1911.

NOTICE IS HEREBY GIVEN, IN ACCORDance with section 432 of the Greater New York Charter, that a petition signed by residents of the Staten Island District for Local Improvements to open Forest avenue and Loraine street, from the westerly end of Sherman avenue to Morningstar road to Holland avenue, Ward 3, has been presented to me and is on file in this office for inspection, and that a meeting of the Local Board will be held in Richmond Borough Hall, at St. George, Borough of Richmond, on the 18th day of April, 1911, at 10.30 o'clock in the forenoon, at which meeting said petition will be submitted to said Board.

GEORGE CROMWELL, President of the Borough.

MAYBURY FLEMING, Secretary.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND, BOROUGH HALL, ST. GEORGE, NEW BRIGHTON, N. Y. CITY.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Richmond, at the above office, until 12 o'clock noon on

TUESDAY, APRIL 11, 1911,
Borough of Richmond.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING AND DELIVERING SEVENTY-FIVE THOUSAND (75,000) GALLONS OF ASPHALT ROAD OIL.

The time for the completion of the work and the full performance of the contract is August 31, 1911.

The amount of security required is Twelve Hundred Dollars ($1,200).

The contracts must be bid for separately, and the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Bidders are requested to make their bids or estimates upon the blank form prepared by the President, a copy of which, with the proper envelope in which to enclose the bid, together with

a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the said President. The plans and drawings may be seen and other information obtained at the office of the Commissioner of Public Works of the Borough of Richmond, Borough Hall, New Brighton, Borough of Richmond.

GEORGE CROMWELL, President.
m30,a11

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

DEPARTMENT OF STREET CLEANING.

DEPARTMENT OF STREET CLEANING OF THE CITY OF NEW YORK, 13-21 PARK ROW, NEW YORK, APRIL 4, 1911.

PUBLIC NOTICE.

SALE OF UNUSED PROPERTY OF THE DEPARTMENT OF STREET CLEANING.

Borough of Brooklyn.

NOTICE IS HEREBY GIVEN THAT I WILL, at 10 o'clock a. m.,

TUESDAY, APRIL 18, 1911,

at stable "G" of the Department of Street Cleaning, Atlantic avenue near Utica avenue, under the authority of section 541 of the Greater New York Charter, sell at public auction the following described unused property of the Department of Street Cleaning, namely:

1. Ten (10) horses, more or less.
2. One lot of old harness, consisting of 3 sets of single driving harness, 26 double truck bridles, 96 double truck hames, 30 double truck traces, 33 double truck Boston backers, 12 double truck lines, 3 single truck bridles, 6 single truck saddles, 26 single truck hames, 6 single truck lines, 11 single truck traces, 1 dutch collar, 1 single truck breeching, 14 double truck breechings, 18 trace bearers, all more or less.
3. One lot of old harness, consisting of 192 cart saddles, 201 cart breechings, 217 cart bridles, 287 cart hames, 166 cart lines, 36 open bridles, 4 open cart saddles, 152 halters, all more or less, 411 old horse collars, more or less.
4. One lot of old canvas, consisting of 459 canvas cart covers, 49 canvas truck covers, 463 canvas quarter blankets, 3 rubber horse covers, 3 rubber storm aprons, 5 canvas stable blankets, 2 canvas horse covers, all more or less.
5. One lot consisting of 3 old plush lap robes, 1 old black lap robe, 1 old ordinary lap robe, 2 old fur robes, 5 old summer sheets, 56 stable blankets, 33 burlap blankets, all more or less.
6. One lot consisting of 7 old auto shoes, 5 old inner auto tubes. Separate lot—100,000 pounds, more or less, old tire scrap and malleable iron, including 100, more or less, old steel cart bodies, all more or less.

Terms of Sale.

The horses are to be paid for in full at the time of the sale and are to be removed before 3 o'clock p. m. on the day of the sale.

On all the rest of the property (except the old iron) a deposit of 75 per cent. of the purchase price will be required at the time of the sale. A deposit of two hundred dollars ($200) will be required on the old iron at the time of the sale, said deposit to be held by the Department of Street Cleaning until all the iron is removed. The iron will be sold by the ton (of 2,000 pounds) and must be paid for as removed. All the articles sold must be removed within five (5) working days or, in default thereof, said deposits shall be forfeited to The City of New York as liquidated damages.

WM. H. EDWARDS, Commissioner of Street Cleaning of The City of New York. a6,18

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1403, 13-21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Street Cleaning at the above office until 12 o'clock m. on

TUESDAY, APRIL 11, 1911.
Borough of Manhattan.

CONTRACT FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR THE REPAIRS TO SCOW NO. 38, OF THE DEPARTMENT OF STREET CLEANING.

The time for the completion of the work and the full performance of the contract is 18 working days. The amount of security required is one thousand dollars ($1,000). Bids will be compared and the contract awarded at a lump or aggregate sum

The bidder must state one aggregate price for the whole work described and specified, as the contract is entire and for a complete job.

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, the Borough of Manhattan, 13-21 Park Row.

WM. H. EDWARDS, Commissioner of Street Cleaning.

Dated March 29, 1911. m30,a11

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1904, 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

WEDNESDAY, APRIL 12, 1911,
Borough of Queens.

No. 1. SECTION 1. FOR FURNISHING, DELIVERING AND INSTALLING A BOILER PLANT, COMPLETE, IN THE PUMPING STATION TO BE ERECTED AT WHITESTONE, BOROUGH OF QUEENS.

SECTION 2. FOR FURNISHING, DELIVERING AND INSTALLING A PUMPING PLANT, COMPLETE, IN THE PUMPING STATION TO BE ERECTED AT WHITESTONE, BOROUGH OF QUEENS.

SECTION 3. FOR FURNISHING, DELIVERING AND CONSTRUCTING A RECEIVING WELL, SUCTION PIPING, ETC., COMPLETE, AT THE PUMPING STATION TO BE ERECTED AT WHITESTONE, BOROUGH OF QUEENS.

The time allowed for doing and completing the work shall be as follows:

For Section 1: One hundred and twenty (120) calendar days; for Section 2: One hundred and fifty (150) calendar days; for Section 3: One hundred and twenty (120) calendar days.

The security shall be as follows:

For Section 1: Two Thousand Dollars ($2,000). For Section 2: Five Thousand Dollars ($5,000). For Section 3: Five Hundred Dollars ($500)

Bidders will state the price, per unit, of each item of work or supplies contained in the specifications or schedule, by which the bids will be tested. The bids will be compared and awards by sections for all the work, articles, materials and supplies contained in the specifications or schedule attached thereto.

No. 2. FOR FURNISHING, CONSTRUCTING AND ERECTING A PUMPING STATION NEAR THE EXISTING DRIVEN WELL PLANT AT WHITESTONE, BOROUGH OF QUEENS.

The time allowed for doing and completing the entire work is one hundred and twenty (120) working days.

The security required is Six Thousand Dollars ($6,000).

No. 3. FOR FURNISHING ALL LABOR AND MATERIALS REQUIRED TO COMPLETE THE CONTRACT ABANDONED BY THE ROBERTSON AND GEREHART CONTRACTING COMPANY, ENTITLED "FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED TO CONSTRUCT AND ERECT A PURIFICATION PLANT AT OAKLAND LAKE, THIRD WARD, BOROUGH OF QUEENS," DATED AUGUST 30, 1909.

The time allowed for doing and completing the work is ninety (90) calendar days.

The security required is Five Thousand Dollars ($5,000).

The bidders will state the price, per unit, of each item of work or supplies contained in the specifications or schedule, by which the bids will be tested.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Department, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the Department, Room 1904, 13 to 21 Park row, Borough of Manhattan, New York City, where any further information desired may be obtained.

HENRY S. THOMPSON, Commissioner.

Dated March 21, 1911. m24,a12

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

DEPARTMENT OF EDUCATION.

DEPARTMENT OF EDUCATION, CORNER OF PARK AVE. AND 59TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 3 o'clock p. m. on

MONDAY, APRIL 17, 1911,
Borough of The Bronx.

No. 6. FOR THE GENERAL CONSTRUCTION, ETC., OF NEW PUBLIC SCHOOL 47, ON THE SOUTHERLY SIDE OF RANDOLPH AVE., BETWEEN ST. LAWRENCE AND BEACH AVES., BOROUGH OF THE BRONX.

The time allowed to complete the whole work will be 275 working days, as provided in the contract.

The amount of security required is $100,000.

On No. 6, the bids will be compared and the contract will be awarded in a lump sum to the lowest bidder.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, 9th floor, Hall of the Board of Education, Park ave. and 59th st., Borough of Manhattan.

C. B. J. SNYDER, Superintendent of School Buildings.

Dated April 5, 1911. a5,17

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

DEPARTMENT OF EDUCATION, CORNER OF PARK AVE. AND 59TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 3 o'clock p. m. on

MONDAY, APRIL 17, 1911,
Borough of Manhattan.

No. 1. FOR THE ERECTION OF OUTSIDE IRON STAIRS, WIDENING EXITS, VAULT LIGHT PLATFORMS, ETC., AT PUBLIC SCHOOLS 70, 81, 106 AND 117, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work on each school will be as follows:

P. S. 70, ninety working days; P. S. 81, sixty working days, P. S. 106, one hundred working days; P. S. 117, one hundred and twenty working days, as provided in the contract.

The amount of security required is as follows: P. S. 70, $1,000; P. S. 81, $400; P. S. 106, $1,000; P. S. 117, $2,500.

A separate proposal must be submitted for each school, and award will be made thereon.

Borough of The Bronx.

No. 2. FOR REPAIRING AND REFINISHING OLD FURNITURE AT PUBLIC SCHOOLS 2, 4, 9, 13, 23, 27, 34 AND 36, BOROUGH OF THE BRONX.

The time allowed to complete the whole work on each school will be sixty working days, as provided in the contract.

The amount of security required will be as follows:

P. S. 2, $500; P. S. 4, $400; P. S. 9, $400; P. S. 13, $300; P. S. 23, $300; P. S. 27, $400; P. S. 34, $400; P. S. 36, $300.

A separate proposal must be submitted for each school and award will be made thereon.

No. 3. FOR THE ERECTION OF A STONE RETAINING WALL AT PUBLIC SCHOOL 18, COURTLANDT AVE. NEAR 148TH ST., BOROUGH OF THE BRONX.

The time allowed to complete the whole work will be sixty working days, as provided in the contract.

The amount of security required is $600.

No. 4. FOR FURNISHING AND ERECTING A FOUR-ROOM PORTABLE SCHOOL HOUSE, TOILET BUILDING, SANITARY WORK, ETC., ON THE PREMISES OF PUBLIC SCHOOL 48, AT STOFFORD AVE., COSTER AND FAILE STS., BOROUGH OF THE BRONX.

The time allowed to complete the whole work will be sixty working days, as provided in the contract.

The amount of security required is $3,000.

No. 5. FOR ERECTING A PARTITION IN TOILET, REPAIRS TO FENCES, ETC., AT CROTONA ATHLETIC FIELD, CROTONA PARK, SOUTH OF PROSPECT AND CLINTON AVES., BOROUGH OF THE BRONX.

The time allowed to complete the whole work will be fifty working days, as provided in the contract.

The amount of security required is $300.

On Nos. 1 and 2, the bidders must state the price of each item by which the bids will be tested.

On Nos. 3, 4 and 5, the bids will be compared and the contract will be awarded in a lump sum to the lowest bidder on each contract.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, 9th floor, Hall of the Board of Education, Borough of Manhattan.

C. B. J. SNYDER, Superintendent of School Buildings.

Dated April 5, 1911. a5,17

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

DEPARTMENT OF EDUCATION, CORNER OF PARK AVE. AND 59TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings, at the above office of the Department of Education, until 4 o'clock p. m. on

MONDAY, APRIL 10, 1911,
Borough of Manhattan.

No. 1. FOR ALTERATIONS, REPAIRS, ETC., AT PUBLIC SCHOOL 92, BROOME AND RIDGE STS., BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be 55 working days, as provided in the contract.

The amount of security required is $400.

Borough of The Bronx.

No. 2. FOR FURNISHING AND DELIVERING GLASS TO VARIOUS SCHOOLS IN THE BOROUGH OF THE BRONX.

The time allowed to complete the whole work will be 30 working days, as provided in the contract.

The amount of security required is $200.

The bid to be submitted must include the entire work on all schools, and award will be made thereon

Borough of Richmond.

No. 3. FOR THE GENERAL CONSTRUCTION, ETC., OF PORTABLE BUILDING, ANNEX TO PUBLIC SCHOOL 17, ON THE WESTERLY SIDE OF LAFAYETTE AVE., ABOUT 110 FEET SOUTH OF HENDERSON AVE., NEW BRIGHTON, BOROUGH OF RICHMOND.

The time allowed to complete the whole work will be 60 working days, as provided in the contract.

The amount of security required is $1,000.

On Nos. 1, 2 and 3, the bids will be compared and the contract will be awarded in a lump sum to the lowest bidder on each contract.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, 9th floor, Hall of the Board of Education, Park ave. and 59th st., Borough of Manhattan, and also at branch office, Borough Hall, New Brighton, Borough of Richmond, for work for their respective boroughs.

C. B. J. SNYDER, Superintendent of School Buildings.

Dated March 29, 1911. m29,a10

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

BOARD OF ESTIMATE AND APPORTIONMENT.

Public Improvement Matters.

Petitions from property owners asking an opportunity to present their protest against an assessment for opening an unnamed street, between Amsterdam avenue at 165th street and Audubon avenue, and a public park between the unnamed street and 165th street, Borough of Manhattan.

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment will hold a public hearing on Thursday, April 6, 1911, at 10.30 a. m., in the old Council Chamber, City Hall, Borough of Manhattan, on the petitions asking for an opportunity to present a protest against an assessment for opening an unnamed street, between Amsterdam avenue at 165th street and Audubon avenue, and a public park between the unnamed street and 165th street, Borough of Manhattan.

Dated March 25, 1911.

JOSEPH HAAG, Secretary, 277 Broadway, Room 1406. Telephone, 2280 Worth. m25,a6

Petitions from property owners asking the Board of Estimate and Apportionment to reopen and reconsider its determination that the entire cost of regulating and grading Broadway between Spuyten Duyvil Creek at 230th street and the City line, Borough of The Bronx, be assessed upon the property benefited, and a similar petition with respect to the paving of the same street.

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment will hold a public hearing on Thursday, April 6, 1911, at 10.30 a. m., in the old Council Chamber, City Hall, Borough of Manhattan, on the petitions asking the said Board to reopen and reconsider its determination that the entire cost of regulating and grading Broadway between Spuyten Duyvil Creek at 230th street and the City line, Borough of The Bronx, be assessed upon the property benefited, and a similar petition with respect to the paving of the same street.

Dated March 25, 1911.

JOSEPH HAAG, Secretary, 277 Broadway, Room 1406. Telephone, 2280 Worth. m25,a6

Petition for an extension of the area of assessment fixed in the proceeding for acquiring title to Castle Hill avenue from West Farms road to the public place at its southerly terminal, and also to the said public place, Borough of The Bronx.

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment will hold a public hearing on Thursday, April 6, 1911, at 10.30 a. m., in the old Council Chamber, City Hall, Borough of Manhattan, on the application for an extension of the area of assessment fixed in the proceeding for acquiring title to Castle Hill avenue from West Farms road to the public place at its southerly terminal, and also to the said public place, Borough of The Bronx.

Dated March 25, 1911.

JOSEPH HAAG, Secretary, 277 Broadway, Room 1406. Telephone, 2280 Worth. m25,a6

Franchise Matters.

PUBLIC NOTICE IS HEREBY GIVEN THAT at the meeting of the Board of Estimate and Apportionment held this day the following proceedings were had:

Whereas, The New York and North Shore Traction Company has under date of January 17, 1911, made application to this Board for a modification of the terms and conditions of the contract dated February 1, 1909, granting said Company a franchise for the construction, maintenance and operation of street surface railway extensions upon certain streets and avenues in the Borough of Queens; and

Whereas, Sections 72, 73 and 74 of the Greater New York Charter, as amended by chapters 629 and 630 of the Laws of 1905, provide for the manner and procedure of making such grants; and

Whereas, In pursuance of such laws, this Board adopted a resolution on February 2, 1911, fixing the date for public hearing thereon as March 16, 1911, at which citizens were entitled to appear and be heard, and publication was had for at least fourteen (14) days in the "New York Herald" and the "New York Times," newspapers designated by the Mayor, and in the CITY RECORD, for ten (10) days immediately prior to the date of hearing, and the public hearing was duly held on such day; and

Whereas, This Board has made inquiry as to the money value of the franchise or right applied for, and proposed to be granted to the New York and North Shore Traction Company, and the adequacy of the compensation proposed to be paid therefor; now, therefore, it is

Resolved, That the following form of the resolution for the grant of the franchise or right applied for by the New York and North Shore Traction Company, containing the form of proposed contract for the grant of such franchise or right, be hereby introduced, and entered in the minutes of this Board, as follows, to wit:

Resolved, That the Board of Estimate and Apportionment hereby grants to the New York and North Shore Traction Company the franchise or right fully set out and described in the following form of proposed contract for the grant thereof, embodying all of the terms and conditions including the provisions as to rates, fares and charges upon and subject to the terms and conditions in said proposed form of contract contained, and that the Mayor of The City of New York be and he hereby is authorized to execute and deliver such contract in the name and on behalf of The City of New York, as follows, to wit:

PROPOSED FORM OF CONTRACT.

This contract, made this day of 1911, by and between The City of New York (hereinafter called the City), party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), and the New York and North Shore Traction Company (hereinafter called the Company), party of the second part, witnesseth:

Whereas, The City did by contract dated February 1, 1909, grant to the Company the right to construct, maintain and operate a street surface railway upon various streets and avenues in the Borough of Queens; and

Whereas, The Company has by a petition dated January 17, 1911, applied to the Board for a modification of said contract by eliminating therefrom a part of the route therein granted; now, therefore,

In consideration of the mutual covenants and agreements herein contained, the parties hereto do hereby covenant and agree as follows:

Section 1. The City hereby consents to such modification or amendment in and to said contract subject to the following conditions:

First—All the terms and conditions contained in the said contract dated February 1, 1909, shall remain unchanged except as follows:

Section 1, paragraph 2, is hereby amended so as to read:

"Beginning at a point where the boundary line between The City of New York and the County of Nassau intersects Broadway in the Borough of Queens; thence in and upon Broadway to Tenth street."

Second—The Company shall, within one year from the date on which this contract is signed by the Mayor, comply with the provisions of section 184 of the Railroad Law for the abandonment of that portion of the route granted by contract dated February 1, 1909, and described as follows: Beginning at the intersection of Broadway and 10th street; thence westerly along Broadway to its intersection with the easterly side of Bell avenue, in the former Village of Bayside.

If the Company shall fail to secure the approval of the Public Service Commission, or shall fail for any other reason to comply with the provisions of this subdivision within the time stipulated, this contract shall be void and of no effect and the original franchise contract of February 1, 1909, and the obligations and liability of the Company thereunder shall be unaffected by the provisions of this contract. Provided, however, that the Board may extend said period for a period or periods not exceeding in the aggregate six (6) months.

A certified copy of the certificate of abandonment shall be filed with the Board of Estimate and Apportionment within ten (10) days from the date on which the same is obtained by the Company.

Section 2. The Company promises, covenants and agrees on its part and behalf to conform to and abide by and perform all the terms and conditions and requirements in this contract fixed and contained.

In witness whereof, the party of the first part, by its Mayor, thereunto duly authorized by the Board of Estimate and Apportionment of said City, has caused the corporate name of said City to be hereunto signed and the corporate seal of said City to be hereunto affixed; and the party of the second part, by its officers thereunto duly authorized, has caused its corporate name to be hereunto signed and its corporate seal to be hereunto affixed, the day and year first above written.

THE CITY OF NEW YORK,
By.....Mayor.
[CORPORATE SEAL.]
Attest: ..... City Clerk.

NEW YORK AND NORTH SHORE TRACTION COMPANY,
By.....President.
[SEAL.]
Attest: ..... Secretary.
(Here add acknowledgments.)

Resolved, That the results of the inquiry made by this Board as to the money value of the franchise or right proposed to be granted and the adequacy of the compensation proposed to be paid therefor, and of the terms and conditions, including the provisions as to rates, fares and charges, are as hereinbefore specified and fully set forth in and by the foregoing form of proposed contract for the grant of such franchise or right.

Resolved, That these preambles and resolutions, including the said resolution for the grant of a franchise or right applied for by the New York and North Shore Traction Company, and the said form of a proposed contract for the grant of such franchise or right containing said results of such inquiry, after the same shall be entered in the minutes of the Board, shall be published for at least twenty (20) days immediately prior to Thursday, April 27, 1911, in the CITY RECORD, and at least twice during the ten (10) days immediately prior to Thursday, April 27, 1911, in two daily newspapers to be designated by the Mayor therefor, and published in The City of New York at the expense of the New York and North Shore Traction Company, together with the following notice, to wit:

Notice is hereby given that the Board of Estimate and Apportionment, before authorizing any contract for the grant of the franchise or right applied for by the New York and North Shore Traction Company, and fully set forth and described in the foregoing form of proposed contract for the grant of such franchise or right, and before adopting any resolution authorizing such contract, will, at a meeting of said Board, to be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on Thursday, April 27, 1911, at 10.30 o'clock a. m., hold a public hearing thereon, at which citizens shall be entitled to appear and be heard.

(The "Long Island Democrat" and the "Globe" designated.)

JOSEPH HAAG, Secretary.
New York, March 16, 1911. a4,27

PUBLIC NOTICE IS HEREBY GIVEN that at the meeting of the Board of Estimate and Apportionment, held this day, the following proceedings were had:

Whereas, The Union Railway Company of New York City, has under date of October 27, 1910, made application to this Board for the grant of the right, privilege and franchise to construct, maintain and operate a double track

street surface railway as an extension to its existing system upon and along Broadway from 230th street to 225th street, Boroughs of Manhattan and The Bronx; and

Whereas, Section 172 of the Railroad Law and Sections 72, 73 and 74 of the Greater New York Charter, as amended by Chapters 629 and 630 of the Laws of 1905, provide for the manner and procedure of making such grants; and

Whereas, In pursuance of such laws, this Board adopted a resolution on November 11, 1910, fixing the date for public hearing thereon as December 9, 1910, at which citizens were entitled to appear and be heard, and publication was had for at least fourteen (14) days in the "World" and "The New York Times" newspapers designated by the Mayor, and in the CITY RECORD for ten (10) days immediately prior to the date of hearing, and the public hearing was duly held on such day; and

Whereas, This Board has made inquiry as to the money value of the franchise or right applied for, and proposed to be granted to the Union Railway Company of New York City, and the adequacy of the compensation to be paid therefor; now, therefore, it is

Resolved, That the following form of the resolution for the grant of the franchise or right applied for by the Union Railway Company of New York City, containing the form of proposed contract for the grant of such franchise or right, be hereby introduced and entered in the minutes of this Board, as follows, to wit:

Resolved, That the Board of Estimate and Apportionment hereby grants to the Union Railway Company of New York City the franchise or right fully set out and described in the following form of proposed contract for the grant thereof, embodying all the terms and conditions, including the provisions as to rates, fares and charges, upon and subject to the terms and conditions in said proposed form of contract contained, and that the Mayor of The City of New York be and he hereby is authorized to execute and deliver such contract in the name and on behalf of The City of New York, as follows, to wit:

Proposed Form of Contract.

This contract, made this day of 191 , by and between The City of New York (hereinafter called the City), party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), and the Union Railway Company of New York City (hereinafter called the Company), party of the second part, witnesseth:

In consideration of the mutual covenants and agreements herein contained, the parties hereto do hereby covenant and agree as follows:

Section 1. The City hereby grants to the Company, subject to the conditions and provisions hereinafter set forth, the right and privilege to construct, maintain and operate a double-track extension to its present street surface railway with the necessary wires and equipment, for the purpose of conveying passengers only, in the Boroughs of Manhattan and The Bronx, in The City of New York, upon the following route, to wit:

Beginning at and connecting with the existing tracks of the Company in Broadway at or near 230th street; thence southerly in, upon and along Broadway to and connecting with the existing tracks of the Kingsbridge Railway Company at or near 225th street.

And to cross such other streets and avenues, named and unnamed, as may be encountered in said route.

The said route with turnouts, switches and crossovers hereby authorized is shown upon a map entitled:

"Map showing proposed extension of the Union Railway Co. of New York City, in the Borough of The Bronx, City of New York, to accompany petition dated October 27, 1910, to the Board of Estimate and Apportionment," —and signed by F. W. Whitridge, Receiver; Edward A. Maher, General Manager, and T. F. Mullaney, Chief Engineer, a copy of which is attached hereto, is to be deemed a part of this contract, is to be construed with the text thereof, and is to be substantially followed, provided that deviations therefrom and additional turnouts, switches and crossovers which are consistent with the foregoing description and the other provisions of this contract may be permitted by resolution of the Board.

Sec. 2. The grant of this privilege is subject to the following conditions, which shall be complied with by the Company:

First—The consent in writing of the owners of half in value of the property bounded on said streets and avenues to the construction of said railway shall be obtained by the Company within three (3) months from the signing of this contract by the Mayor, and a copy of such consents shall be filed with the Board within such time, or in the event that such consents cannot be obtained within such time, the Company shall within said three (3) months or within one (1) month thereafter, make application to the Appellate Division of the Supreme Court for the appointment of Commissioners in the manner provided by the Railroad Law to determine if said railway ought to be constructed; otherwise this grant shall cease and determine.

Second—The said right to construct, maintain and operate said railway shall be held and enjoyed by the Company from the date upon which this contract is signed by the Mayor until March 1, 1924, with the privilege of renewal of said contract for the further period of twenty-five (25) years, upon a fair revaluaton of such right and privilege.

If the Company shall determine to exercise its privilege of renewal it shall make application to the Board, or any authority which shall be authorized by law to act for the City in place of the Board. Such application shall be made at any time not earlier than two (2) years and not later than one (1) year before the expiration of the original term of this contract. The determination of the revaluation shall be sufficient if agreed to in writing by the Company and the Board, but in no case shall the annual rate of compensation to the City be fixed at a less amount than a sum required to be paid during the last year of such consents shall not render unnecessary any subsequent consent or consents.

If the Company and the Board shall not reach such agreement on or before the day one (1) year before the expiration of the original term of this contract, then the annual rate of compensation for such succeeding twenty-five (25) years shall be reasonable, and either the City (by the Board) or the Company shall be bound upon request of the other to enter into a written agreement with each other fixing the rate of such compensation at such amount as shall be reasonable, but in no case shall the annual rate so fixed be less than the sum required to be paid for the last year prior to the termination of the original term of this contract, and if the parties shall not forthwith agree upon what is reasonable, then the parties shall enter into a written agreement fixing such annual rate and at such amount as shall be determined by three disinterested freeholders selected in the following manner:

One disinterested freeholder shall be chosen by the Board; one disinterested freeholder shall be chosen by the Company; these two shall choose a third disinterested freeholder, and the three so chosen shall act as appraisers and shall make the revaluation aforesaid. Such appraisers shall be chosen at least six (6) months prior to the expiration of this original contract, and their report shall be filed with the Board within three (3) months after they are chosen. They shall act as appraisers and not as arbitrators. They may base their judgment upon their own experience and upon such information as they may obtain by inquiries and investigations, without the presence of either party. They shall have the right to examine any of the books of the Company and its officers under oath. The valuations so ascertained, fixed and determined shall be conclusive upon both parties, but no annual sum shall, in any event, be less than the sum required to be paid for the last year of the original term of this contract. If in any case the annual rate shall not be fixed prior to the termination of the original term of this contract, then the Company shall pay the annual rate theretofore prevailing until the new rate shall be determined, and shall then make up to the City the amount of any excess of the annual rate then determined over the previous annual rate. The compensation and expenses of the said appraisers shall be borne jointly by the City and the Company, each paying one-half thereof.

Third—The Company shall pay to the City for the privilege hereby granted the following sums of money:

(a) The sum of three thousand five hundred dollars ($3,500) in cash within three (3) months after the date on which this contract is signed by the Mayor, and before anything is done in exercise of the privilege hereby granted.

(b) During the first term of five (5) years an annual sum which shall in no case be less than three hundred dollars ($300), and which shall be equal to three (3) per cent. of its gross annual receipts if such percentage shall exceed the sum of three hundred dollars ($300).

During the second term of five (5) years an annual sum which shall in no case be less than five hundred and seventy-five dollars ($575), and which shall be equal to five (5) per cent. of its gross annual receipts, if such percentage shall exceed the sum of five hundred and seventy-five dollars ($575).

During the remaining term, expiring March 1, 1924, an annual sum which shall in no case be less than six hundred and twenty-five dollars ($625), and which shall be equal to five (5) per cent. of gross annual receipts, if such percentage shall exceed the sum of six hundred and twenty-five dollars ($625).

The gross annual receipts mentioned above shall be that portion of the gross receipts of the Company from all sources within the limits of the City as shall bear the same proportion to its whole gross receipts as the length of the extension hereby authorized shall bear to the entire length of the railway of the Company in operation within the limits of the City.

The annual charges shall commence from the date upon which this contract is signed by the Mayor.

All annual charges as above shall be paid into the treasury of the City on November 1 of each year and shall be for the amount due to September 30 next preceding. Provided that the first annual payment shall be only for that proportion of the first annual charge as the time between the date upon which this contract is signed by the Mayor and September 30 following shall bear to the whole of one year.

Whenever the percentage required to be paid shall exceed the minimum amount as above, then such sum over and above such minimum shall be paid on or before November 1 in each year for the year ending September 30 next preceding.

The annual charges herein provided are intended to include the percentages of gross receipts now required to be paid by railway companies to the City pursuant to the Railroad Law as amended.

The intention of this paragraph is to fix an annual charge to be paid by the Company to the City for the rights and privileges hereby granted.

Any and all payments to be made by the terms of this contract to the City by the Company, shall not be considered in any manner in the nature of a tax, but such payments shall be made in addition to any and all taxes of whatsoever kind or description, now or hereafter required to be paid by any ordinance of the City or resolution of the Board, or any law of the State of New York.

Fourth—The annual charges or payments shall continue throughout the whole term of this contract, (whether original or renewal), notwithstanding any clause in any statute or in the charter of any other railway or railroad company providing for payment for railway or railroad rights or franchises at a different rate, and no assignment, lease or sublease of the rights or privileges hereby granted, whether original or renewal), or of any part thereof, or of any of the routes mentioned herein, or any part thereof, shall be valid or effectual for any purpose unless the said assignment, lease or sublease shall contain a covenant on the part of the assignee or lessee that the same is subject to all the conditions of this contract; and that the assignee or lessee assumes and will be bound by all of said conditions, and especially said conditions as to payments, anything in any statute or in the charter of such assignee or lessee to the contrary notwithstanding, and that the said assignee or lessee waives any more favorable conditions created by such statute or its charter, and that it will not claim by reason thereof or otherwise exemption from liability to perform each and all of the conditions of this contract.

Fifth—Nothing in this contract shall be deemed to affect in any way the right of the City to grant to any individual or other corporation a similar right or privilege upon the same or other terms and conditions, over the route hereinbefore described.

The use of the railway constructed by the Company under this contract, including the tracks, wires and other equipment or any structures used in connection therewith, in streets and avenues hereinbefore described shall be permitted by the Company, to any individual or corporations to which the City may have granted, or may hereafter grant, the right or privilege to use such streets and avenues for street railway purposes, upon payment of an annual sum by such individual or corporation to the Company, which shall equal the legal interest on such proportion of the actual cost of the construction of such railway and structures, and additions and betterments thereto, as the number of cars operated by such individual or corporation shall bear to the number of cars operated by the companies then using the same; and also such proportion of the cost of keeping the tracks and electrical equipment in repair, and the cost of additions and betterments thereto, such proportion of laying and repairing of pavement and removal of snow and ice and all other duties imposed upon the Company by the terms of this contract in connection with the maintenance or the operation of said railway so used, as the number of cars operated by such individual or corporation shall bear to the number of cars operated by the companies then using the same, together with the actual cost of the power necessary for the operation of the cars thereon of such individual or corporation. Provided, however, that if, in the opinion of the Company, the legal rate of interest upon the cost of such railway shall be an insufficient sum to be paid for the use of such tracks, it may appeal to the Board and the Board may fix a percentage upon the cost to be paid to the Company, at a sum in excess of the legal rate of interest, if, in its opinion, such action is justified.

The Company shall not at any time oppose, but shall, upon the request of the Board, consent to the construction or operation of any street surface railway which may necessitate the use of any portion of the railway which shall be constructed by the Company pursuant to this contract.

Sixth—The rights and privileges hereby granted shall not be assigned, either in whole or in part, or leased or sublet in any manner, nor shall the title thereto, or right, interest or property therein, pass to or vest in any other person or corporation whatsoever, either by the act of the Company, or by operation of law, whether under the provisions of the statutes relating to the consolidation or merger of corporations or otherwise, without the consent of the City, acting by the Board, evidenced by an instrument under seal, anything herein contained to the contrary thereof in anywise notwithstanding, and the granting, giving or waiving of any one or more of such consents shall not render unnecessary any subsequent consent or consents.

Seventh—Upon the termination of this original contract, or if the same be renewed, then at the termination of the said renewal term, or upon the termination of the rights hereby granted for any cause, or upon the dissolution of the Company before such termination, the tracks and equipments of the Company constructed pursuant to this contract within the streets and avenues shall become the property of the City without cost, and the same may be used or disposed of by the City for any purpose whatsoever, or the same may be leased to any company or individual.

If, however, at the termination of this contract as above, the Board shall so order by resolution, the Company shall, upon thirty (30) days' notice from the Board, remove any and all of its tracks and other equipment constructed pursuant to this contract and the said streets and avenues shall be restored to their original condition at the sole cost and expense of the Company.

Eighth—The Company shall commence construction of the railway herein authorized within three (3) months from the date upon which the consents of the property owners are filed with the Board, or from the date of the order of the Appellate Division of the Supreme Court made pursuant to Section 174 of the Railroad Law confirming the determination of the Commissioners appointed thereunder that such railway ought to be constructed, and shall complete the construction and place the same in full operation within six (6) months from the date of filing such consents or the date of such order, otherwise this right shall cease and determine, and all sums paid, and the sum of five hundred dollars ($500) deposited with the Comptroller of the City, as hereinafter provided, shall thereupon be forfeited to the City; provided that the period for commencement and the period for completion and placing the railway in full operation may be extended by the Board, but the total extension of time for either of such periods shall not exceed in the aggregate six (6) months; and provided, further, that when the commencement or completion of said construction shall be prevented by legal proceedings in any court or by works of public improvement, or from other causes not within the control of the Company, the time for the commencement or completion of such construction may be extended for the period of such prevention, but no delay shall be allowed for unless the court proceedings shall be diligently prosecuted by the Company, and provided, further, that in no case shall such delay be deemed to begin until the Company shall have given written notice to the Board of any such court proceedings or other occasion of delay, and deliver to the Board copies of any injunction or other orders, and the papers upon which the same shall have been granted, and unless upon the request of the Board the Company shall in writing, consent that the Board either in its own name as a party, or in the name of the City as a party, may intervene in any such proceedings.

Ninth—Said railway shall be constructed and operated in the latest approved manner of street railway construction and operation, and it is hereby agreed that the Board may require the Company to improve or add to the railway equipment, including rolling stock and railway appurtenances, from time to time, as such additions and improvements are necessary, in the opinion of the Board. Upon failure on the part of the Company to comply with the direction of the Board within a reasonable time, the rights hereby granted shall cease and determine.

Tenth—Said railway shall be constructed, mantained and operated subject to the supervision and control of all the authorities of the City who have jurisdiction in such matters, as provided by the Charter of the City.

No construction upon said railway shall be commenced until written permits have been obtained from the proper City officials.

In any permits so issued such officials may also impose such conditions, as a condition of the granting of the same, as are necessary for the purpose of protecting any structures, in the streets and avenues, over which such officials have jurisdiction and the Company shall comply with such conditions.

The electrical equipment to be installed by the Company for the operation of the railway within the limits of the City, whether the same be upon streets and avenues or upon private property, shall be constructed and maintained under the supervision and control of the Commissioner of Water Supply, Gas and Electricity.

Eleventh—Said railway may be operated by overhead electric power substantially similar to the overhead electric system now in use by street surface railways in the Borough of The Bronx, or by any other motive power, except locomotive steam power or horse power, which may be approved by the Board, and consented to by the abutting property owners, in accordance with the provisions of law, and by the Public Service Commission for the First District of the State of New York.

Provided, however, that the Board, upon giving to the Company one (1) year's notice, may require the Company to operate its railway upon the whole or upon any portion of the route herein authorized to be constructed by underground electric power substantially similar to the system now in use on the street surface railways in the Borough of Manhattan, or by any other practical motive power then in use which does not require the use of poles and overhead wires in the streets and avenues, and thereupon to discontinue the use of the overhead trolley system, and to remove its poles, wires and other structures used by it for that purpose from the streets and avenues of the City upon said route.

Twelfth—Upon six (6) months' notice by the Board to the Company, all wires for the transmission of power, except trolley wires, for the operation of the railway, upon all or any portion of the route, hereby authorized, shall be placed in conduits beneath or alongside of the railway. The Company shall provide in such conduits two (2) ducts not less than three (3) inches in diameter for the exclusive use of the City. Such ducts shall be used only by the Company for the operation of its railway and by the City, as above.

Thirteenth—The rate of fare for any passenger upon said railway shall not exceed five (5) cents and the Company shall not charge any passenger more than five (5) cents for one continuous ride from any point on its road or on any road, line or branch operated by it or under its control to any other point thereof or any connecting branch thereof within the limits of the City.

The Company shall carry free upon the railway hereby authorized during the term of this contract all members of the Police and Fire Departments of the City, when such employees are in full uniform.

Fourteenth—No cars shall be operated upon the railway hereby authorized, other than passenger cars and cars necessary for the repair or maintenance of the railway, and no freight cars shall be operated upon the tracks of said railway.

Fifteenth—The Company shall attach to each car run over the said railway proper fenders and wheel-guards, in conformity with such laws and ordinances as are now in force, or may hereafter, during the term of this contract, be enacted or adopted by the State or City authorities, or as may be required by resolution of the Board.

Sixteenth—All cars which are operated on said railway shall be heated during the cold weather, in conformity with such laws and ordinances as are now in force, or may hereafter, during the term of this contract, be enacted or adopted by the State or City authorities, or as may be required by resolution of the Board.

Seventeenth—All cars operated on said railway shall be well lighted by electricity or by some lighting system equally efficient, or as may be required by resolution of the Board.

Eighteenth—Cars on the said railway shall run at intervals of not more than thirty (30) minutes both day and night, and as much oftener as reasonable convenience of the public may require, or as may be directed by the Board.

Nineteenth—The Company, so long as it shall continue to use any of the tracks upon the streets and avenues in which said railway shall be constructed, shall cause to be watered at least three (3) times every twenty-four (24) hours when the temperature is above thirty-five (35) degrees Fahrenheit, the entire width of the streets and avenues, except when the width of such streets and avenues shall exceed sixty (60) feet between curb lines, in which case the Company shall cause to be watered only sixty (60) feet in width of such roadway, and the Company shall provide for such purpose at least one tank car, the capacity of which shall be sufficient to water such streets and avenues in a satisfactory manner.

Twentieth—The Company shall at all times keep the streets and avenues upon which the said railway is constructed, between its tracks, the rails of its tracks and for a distance of two (2) feet beyond the rails, on either side thereof, free and clear from ice and snow; provided, however, that the Company shall, at the option of the Commissioner of Street Cleaning, enter into an agreement for each winter season, or part thereof, to clean an equivalent amount of street surface from house line to house line.

Twenty-first—As long as said railway, or any portion thereof, remains in any street or avenue, the Company shall pave and keep in permanent repair that portion of the surface of the street or avenue in which the said railway is constructed, between its tracks, the rails of its tracks and for a distance of two (2) feet beyond the rails on either side thereof, under the supervision of the local authorities, whenever required by them to do so, and in such manner as they may prescribe. In case of the neglect of the Company to make pavement or repairs after the expiration of thirty (30) days' notice to do so from the President of the Borough, said President may make the same at the expense of the Company. And the City shall have the right to change the material or character of the pavement of any street or avenue, and in that event the Company shall be bound to replace such pavement in the manner directed by the proper City official, at its own expense, and the provisions as to repairs herein contained shall apply to such renewed or altered pavement.

Twenty-second—Any alteration to the sewerage or drainage systems, or to any other subsurface or to any surface structures in the streets, required on account of the construction or operation of the railway, shall be made at the sole cost of the Company, and in such manner as the proper City officials may prescribe.

Twenty-third—It is agreed that the right hereby granted to operate a street surface railway shall not be in preference to or in hindrance to public work of the City, and should the said railway in any way interfere with the construction of public works in the streets and avenues, whether the same is done by the City directly or by a contractor for the City, the Company shall, at its own expense, protect or move the tracks and appurtenances in the manner directed by the City officials having jurisdiction over such public work.

Twenty-fourth—Should the grades or lines of the streets and avenues in which the railway is hereby authorized be changed at any time after the railway has been constructed and during the term of this contract, the Company shall, at its own expense, change its tracks and appurtenances to conform with such new grades and lines, and during the construction of any public improvement upon said streets and avenues the Company shall take care of and protect the tracks and appurtenances at its own expense, all to be done subject to the direction of the City official having jurisdiction over the construction of such change.

Twenty-fifth—Upon one (1) year's notice from the Board, the Company shall, if the Board shall so determine by resolution, cease the operation of the stub-end terminal at Broadway and 225th street and shall within sixty (60) days from the date of such notice make application to the Board for the right to construct, maintain and operate a loop terminal upon streets to be designated by the Board, and shall on or before the expiration of said one (1) year enter into a contract for such loop terminal in substitution for the stub-end terminal hereby authorized.

Twenty-sixth—The Company shall submit to the Board a report not later than November 1 of each year for the year ending September 30 next preceding, and at any other time, upon request of the Board, which shall state:

1. The amount of stock issued, for cash, for property.
2. The amount paid in as by last report.
3. The total amount of capital stock paid in.
4. The funded debt by last report.
5. The total amount of funded debt.
6. The floating debt as by last report.
7. The total amount of floating debt.
8. The total amount of funded and floating debt.
9. The average rate per annum of interest on funded debt.
10. Statement of dividends paid during the year.
11. The total amount expended for same.
12. The names of the directors elected at the last meeting of the corporation held for such purpose.
13. Location, value and amount paid for real estate owned by the Company as by last report.
14. Location, value and amount paid for real estate now owned by the Company.
15. Number of passengers carried during the year.
16. Total receipts of Company for each class of business.
17. Amounts paid by the Company for damage to persons or property on account of construction and operation.
18. Total expenses for operation, including salaries.

—and such other information in regard to the business of the Company as may be required by the Board.

Twenty-seventh—The Company shall at all times keep accurate books of account of the gross receipts from all sources within the limits of the City, and shall, on or before Novem-

ber 1 of each year, make a verified report to the Comptroller of the City of the business done by the Company, for the year ending September 30 next preceding, in such form as he may prescribe. Such report shall contain a statement of such gross receipts, the total miles in operation within the limits of the City, and the miles of railway constructed and operated under this contract, and such other information as the Comptroller may require. The Comptroller shall have access to all books of the Company for the purpose of ascertaining the correctness of its report, and may examine its officers under oath.

Twenty-eighth—In case of any violation or breach or failure to comply with any of the provisions herein contained, or with any orders of the Board acting under the power herein reserved, the franchise or consent herein granted may be forfeited by a suit brought by the Corporation Counsel, on notice of ten (10) days to the Company, or at the option of the Board by resolution of said Board, which said resolution may contain a provision to the effect that the railway constructed and in use by virtue of this contract shall thereupon become the property of the City without proceedings at law or in equity. Provided, however, that such action by the Board shall not be taken until the Board shall give notice to the Company to appear before it on a certain day not less than ten (10) days after the date of such notice, to show cause why such resolution declaring the contract forfeited should not be adopted. In case the Company fails to appear, action may be taken by the Board forthwith.

Twenty-ninth—If the Company shall fail to give efficient public service at the rates herein fixed, or fail to maintain its structures and equipment as herein provided in good condition throughout the whole term of this contract, the Board may give notice to the Company specifying any default on the part of the Company, and requiring the Company to remedy the same within a reasonable time; and upon failure of the Company to remedy such default within a reasonable time, the Company shall, for each day thereafter during which the default or defect remains, pay to the City the sum of two hundred and fifty dollars ($250) as fixed or liquidated damages, or the Board, in case such structures or equipment which may affect the surface of the streets shall not be put in good condition within a reasonable time after notice by the Board as aforesaid, shall have the right to make all needed repairs at the expense of the Company, in which case the Company shall pay to the City the amount of the cost of such repairs, with legal interest thereon, all of which sums may be deducted from the fund hereinafter provided for.

Thirtieth—The Company shall assume all liability to persons or property by reason of the construction or operation of the railway authorized by this contract, and it is a condition of this contract that the City shall assume no liability whatsoever to either persons or property on account of the same, and the Company hereby agrees to repay to the City any damage which the City shall be compelled to pay by reason of any acts or default of the Company.

Thirty-first—This grant is upon the express condition that the Company, within thirty (30) days after the signing of this contract by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of the City the sum of five hundred dollars ($500), either in money or securities, to be approved by him, which sum, together with any and all sums of money or any securities heretofore deposited with the Comptroller by the Company under and pursuant to franchises heretofore granted to it by the City for the faithful performance by the Company of the several franchises so granted, shall form a fund for the performance by the Company of all of the terms and conditions of this contract and compliance with all orders of the Board acting under the powers herein reserved, especially those which relate to the payment of the annual charges for the privilege hereby granted, the rendering of efficient public service at the rates herein fixed, the repairs of the street pavement, the removal of snow and ice and the quality of construction of the railway and the maintenance of the property in good condition throughout the whole term of this contract, and in case of default in the performance by the Company of such terms and conditions or compliance with such orders, or either or any of them, the City shall have the right to cause the work to be done and the materials to be furnished for the performance thereof after due notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings; or after default in the payment of the annual charges, shall collect the same, with interest, from the said fund after ten (10) days' notice to the Company; or in case of failure to observe the said terms and conditions of this contract and orders of the Board hereunder, relating to the headway, heating and lighting of cars, fenders, wheelguards and watering of street pavements, the Company shall pay a penalty of fifty dollars ($50) per day for each day of violation, and the further sum of ten dollars ($10) per day for each car that shall not be properly heated, lighted or supplied with fenders or wheelguards, in case of a violation of the provisions relating to those matters.

The procedure for the imposition and collection of the penalties in this contract shall be as follows:

The Board, on complaint made, shall give notice to the Company, directing its President, or other officer, to appear before the Board on a certain day not less than ten (10) days after the date of such notice, to show cause why the Company should not be penalized in accordance with the foregoing provisions. If the Company fails to make an appearance, or after a hearing appears in the judgment of the Board to be in fault, said Board shall forthwith impose the prescribed penalty, or where the amount of the penalty is not prescribed herein, such amount as appears to the Board to be just, and without legal procedure direct the Comptroller to withdraw the amount of such penalty from the security fund deposited with him. In case of any drafts made upon the security fund the Company shall, upon ten (10) days' notice in writing, pay to the City a sum sufficient to restore said security fund to the original amount, and in default thereof this contract shall be cancelled and annulled at the option of the Board, acting in behalf of the City. No action or proceeding or right under the provisions of this contract shall affect any other legal rights, remedies or causes of action belonging to the City.

Thirty-second—The words "notice" or "direction," wherever used in this contract, shall be deemed to mean a written notice or direction. Every such notice or direction to be served upon the Company shall be delivered at such office in the City as shall have been designated by the Company, or if no such office shall have been designated, or if such designation shall have for any reason become inoperative, shall be mailed in the City, postage prepaid, addressed to the Company at the City. Delivery or mailing of such notice or direction as and when above provided shall be equivalent to direct personal notice or direction, and shall be deemed to have been given at the time of delivery or mailing.

Thirty-third—The words "streets or avenues" and "streets and avenues," wherever used in this contract, shall be deemed to mean "streets, avenues, highways, parkways, driveways, concourses, boulevards, bridges, viaducts, tunnels, public places or any other property to which the City has title or over which the public has an easement," encountered in the route hereinabove described, and upon or in which authority is hereby given the Company to construct a railway.

Thirty-fourth—If at any time the powers of the Board or any other of the authorities herein mentioned or intended to be mentioned shall be transferred by law to any other board, authority, officer or officers, then and in such case such other board, authority, officer or officers, shall have all the powers, rights and duties herein reserved to or prescribed for the Board or other authorities, officer or officers.

Sec. 3. Nothing in this contact shall be construed as in any way limiting the present or future jurisdiction of the Public Service Commission under the Laws of the State of New York.

Sec. 4. This grant is also upon the further and express condition that the provisions of Article 5 and the other provisions of the Railroad Law pertinent hereto shall be strictly complied with by the Company.

Sec. 5. The Company promises, covenants and agrees on its part and behalf to conform to and abide by and perform all the terms and conditions and requirements in this contract fixed and contained.

In witness whereof, the party of the first part, by its Mayor, thereunto duly authorized by the Board of Estimate and Apportionment of said City, has caused the corporate name of said City to be hereunto signed and the corporate seal of said City to be hereunto affixed; and the party of the second part, by its officers, thereunto duly authorized, has caused its corporate name to be hereunto signed and its corporate seal to be hereunto affixed, the day and year first above written.

THE CITY OF NEW YORK,
[CORPORATE SEAL.] By.....Mayor.
Attest:
.....City Clerk.
UNION RAILWAY COMPANY OF NEW YORK CITY,
By.....Receiver.
[SEAL.] By.....President.
Attest:
.....Secretary.
(Here add acknowledgments.)

Resolved, That the results of the inquiry made by this Board as to the money value of the franchise or right proposed to be granted and the adequacy of the compensation proposed to be paid therefor, and of the terms and conditions, including the provisions as to rates, fares and charges, are as hereinbefore specified and fully set forth in and by the foregoing form of proposed contract for the grant of such franchise or right.

Resolved, That these preambles and resolutions, including the said resolution for the grant of a franchise or right applied for by the Union Railway Company of New York City, and the said form of a proposed contract for the grant of such franchise or right containing said results of such inquiry, after the same shall be entered in the minutes of this Board, shall be published for at least twenty (20) days immediately prior to Thursday, April 13, 1911, in the CITY RECORD, and at least twice during the ten (10) days immediately prior to Thursday, April 13, 1911, in two daily newspapers to be designated by the Mayor therefor, and published in the City of New York at the expense of the Union Railway Company of New York City, together with the following notice, to wit:

Notice is hereby given that the Board of Estimate and Apportionment, before authorizing any contract for the grant of the franchise or right applied for by the Union Railway Company of New York City, and fully set forth and described in the foregoing form of proposed contract for the grant of such franchise or right, and before adopting any resolution authorizing such contract, will, at a meeting of said Board, to be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on Thursday, April 13, 1911, at 10.30 o'clock a. m., hold a public hearing thereon, at which citizens shall be entitled to appear and be heard.

(The New York "Press" and the New York "Commercial" designated.)

JOSEPH HAAG, Secretary.
Dated March 2, 1911. m21,a13

PUBLIC NOTICE IS HEREBY GIVEN THAT at the meeting of the Board of Estimate and Apportionment, held this day, the following proceedings were had:

Whereas, The Union Railway Company of New York City has, under date of October 27, 1910, made application to this Board for the grant of the right, privilege and franchise to construct, maintain and operate a double-track street surface railway as an extension to its existing system upon and along the 155th street viaduct and 155th street, from 8th avenue to Broadway, Borough of Manhattan; and

Whereas, Section 172 of the Railroad Law and Sections 72, 73 and 74 of the Greater New York Charter, as amended by Chapters 629 and 630 of the Laws of 1905, provide for the manner and procedure of making such grants; and

Whereas, In pursuance of such laws, this Board adopted a resolution on November 11, 1910, fixing the date for public hearing thereon as December 9, 1910, at which citizens were entitled to appear and be heard, and publication was had for at least fourteen (14) days in "The World" and "The New York Times," newspapers designated by the Mayor, and in the CITY RECORD for ten (10) days immediately prior to the date of hearing, and the public hearing was duly held on such day; and

Whereas, This Board has made inquiry as to the money value of the franchise or right applied for and proposed to be granted to the Union Railway Company of New York City, and the adequacy of the compensation to be paid therefor; now, therefore, it is

Resolved, That the following form of the resolution for the grant of the franchise or right applied for by the Union Railway Company of New York City, containing the form of proposed contract for the grant of such franchise or right, be hereby introduced and entered in the minutes of this Board, as follows, to wit:

Resolved, That the Board of Estimate and Apportionment hereby grants to the Union Railway Company of New York City the franchise or right fully set out and described in the following form of proposed contract for the grant thereof, embodying all the terms and conditions, including the provisions as to rates, fares and charges upon and subject to the terms and conditions in said proposed form of contract contained, and that the Mayor of The City of New York be and he hereby is authorized to execute and deliver such contract in the name and on behalf of The City of New York, as follows, to wit:

Proposed Form of Contract.

This contract, made this day of , 191 , by and between The City of New York (hereinafter called the City), party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), and the Union Railway Company of New York City (hereinafter called the Company), party of the second part, witnesseth:

In consideration of the mutual covenants and agreements herein contained, the parties hereto do hereby covenant and agree as follows:

Section 1. The City hereby grants to the Company, subject to the conditions and provisions hereinafter set forth, the right and privilege to construct, maintain and operate a double-track extension to its present street surface railway with the necessary wires and equipment, for the purpose of conveying passengers only, in the Borough of Manhattan, in The City of New York, upon the following route, to wit:

Beginning at and connecting with the existing tracks of the Company on the 155th street viaduct at or near 8th avenue; thence westerly on and over said viaduct to its intersection with 155th street and westerly upon and along said 155th street to the easterly side of Broadway, and to cross such other streets and avenues, named and unnamed, as may be encountered in said route.

The said route, with turnouts, switches and crossovers hereby authorized is shown upon a map entitled:

"Map showing proposed extension of the Union Railway Co. of New York City in the Borough of Manhattan, City of New York, to accompany petition dated October 27, 1910, to the Board of Estimate and Apportionment."

—and signed by F. W. Whitridge, Receiver; Edward A. Maher, General Manager, and T. F. Mullaney, Chief Engineer, a copy of which is attached hereto, is to be deemed a part of this contract, is to be construed with the text thereof, and is to be substantially followed, provided that deviations therefrom and additional turnouts, switches and crossovers which are consistent with the foregoing description and the other provisions of this contract may be permitted by resolution of the Board.

Sec. 2. The grant of this privilege is subject to the following conditions, which shall be complied with by the Company:

First—The consent in writing of the owners of half in value of the property bounded on said streets and avenues to the construction and operation of said railway shall be obtained by the Company within three (3) months from the signing of this contract by the Mayor, and a copy of such consents shall be filed with the Board within such time, or in the event that such consents cannot be obtained within such time, the Company shall within said three (3) months or within one (1) month thereafter, make application to the Appellate Division of the Supreme Court for the appointment of Commissioners in the manner provided by the Railroad Law to determine if said railway ought to be constructed; otherwise this grant shall cease and determine.

Second—The said right to construct, maintain and operate said railway shall be held and enjoyed by the Company from the date upon which this contract is signed by the Mayor until September 14, 1928, with the privilege of renewal of said contract for the further period of twenty-five (25) years, upon a fair revaluation of such right and privilege.

If the Company shall determine to exercise its privilege of renewal it shall make application to the Board, or any authority which shall be authorized by law to act for the City in place of the Board. Such application shall be made at any time not earlier that two (2) years and not later than one (1) year before the expiration of the original term of this contract. The determination of the revaluation shall be sufficient if agreed to in writing by the Company and the Board, but in no case shall the annual rate of compensation to the City be fixed at a less amount than the sum required to be paid during the last year prior to the termination of the original term of this contract.

If the Company and the Board shall not reach such agreement on or before the day one (1) year before the expiration of the original term of this contract, then the annual rate of compensation for such succeeding twenty-five (25) years shall be reasonable, and either the City (by the Board) or the Company shall be bound upon request of the other to enter into a written agreement with each other fixing the rate of such compensation at such amount as shall be reasonable, but in no case shall the annual rate so fixed be less than the sum required to be paid for the last year prior to the termination of the original term of this contract, and if the parties shall not forthwith agree upon what is reasonable, then the parties shall enter into a written agreement fixing such annual rate and at such amount as shall be determined by three disinterested freeholders selected in the following manner:

One disinterested freeholder shall be chosen by the Board; one disinterested freeholder shall be chosen by the Company; these two shall choose a third disinterested freeholder, and the three so chosen shall act as appraisers and shall make the revaluation aforesaid. Such appraisers shall be chosen at least six (6) months prior to the expiration of this original contract, and their report shall be filed with the Board within three (3) months after they are chosen. They shall act as appraisers and not as arbitrators. They may base their judgment upon their own experience and upon such information as they may obtain by inquiries and investigations, without the presence of either party. They shall have the right to examine any of the books of the Company and its officers under oath. The valuations so ascertained, fixed and determined shall be conclusive upon both parties, but no annual sum shall in any event be less than the sum required to be paid for the last year of the original term of this contract. If in any case the annual rate shall not be fixed prior to the termination of the original term of this contract, then the Company shall pay the annual rate theretofore prevailing until the new rate shall be determined, and shall then make up to the City the amount of any excess of the annual rate then determined over the previous annual rate. The compensation and expenses of the said appraisers shall be borne jointly by the City and the Company, each paying one-half thereof.

Third—The Company shall pay to the City for the privilege hereby granted the following sums of money:

(a) The sum of three thousand five hundred dollars ($3,500) in cash within three (3) months after the date on which this contract is signed by the Mayor, and before anything is done in exercise of the privilege hereby granted.

(b) During the first term of five (5) years, an annual sum, which shall in no case be less than six hundred dollars ($600), and which shall be equal to three (3) per cent. of its gross annual receipts if such percentage shall exceed the sum of six hundred dollars ($600).

During the second term of five (5) years an annual sum which shall in no case be less than one thousand and seventy-five dollars ($1,075), and which shall be equal to five (5) per cent. of its gross annual receipts, if such percentage shall exceed the sum of one thousand and seventy-five dollars ($1,075).

During the third term of five (5) years an annual sum which shall in no case be less than twelve hundred dollars ($1,200), and which shall be equal to five (5) per cent. of its gross annual receipts, if such percentage shall exceed the sum of twelve hundred dollars ($1,200).

During the remaining term, expiring September 14, 1928, an annual sum which shall in no case be less than thirteen hundred dollars ($1,300), and which shall be equal to five (5) per cent. of its gross annual receipts if such percentage shall exceed the sum of thirteen hundred dollars ($1,300).

The gross annual receipts mentioned above shall be that portion of the gross receipts of the Company from all sources within the limits of the City as shall bear the same proportion to its whole gross receipts as the length of the extension hereby authorized shall bear to the entire length of the railway of the Company in operation within the limits of the City.

The annual charges shall commence from the date upon which this contract is signed by the Mayor.

All annual charges as above shall be paid into the treasury of the City on November 1 of each year and shall be for the amount due to September 30 next preceding. Provided that the first annual payment shall be only for that proportion of the first annual charge as the time between the date upon which this contract is signed by the Mayor and September 30 following shall bear to the whole of one year.

Whenever the percentage required to be paid shall exceed the minimum amount as above, then such sum over and above such minimum shall be paid on before November 1 in each year for the year ending September 30 next preceding.

The annual charges herein provided are intended to include the percentages of gross receipts now required to be paid by railway companies to the City, pursuant to the Railroad Law as amended.

The intention of this paragraph is to fix an annual charge to be paid by the Company to the City for the rights and privileges hereby granted.

Any and all payments to be made by the terms of this contract to the City by the Company shall not be considered in any manner in the nature of a tax, but such payment shall be made in addition to any and all taxes of whatsoever kind or description, now or hereafter required to be paid by any ordinance of the City, or resolution of the Board, or any law of the State of New York.

Fourth—The annual charges or payments shall continue throughout the whole term of this contract (whether original or renewal), notwithstanding any clause in any statute or in the charter of any other railway, or railroad company providing for payment for railway or railroad rights and franchises at a different rate, and no assignment, lease or sublease of the rights or privileges hereby granted (whether original or renewal), or of any part thereof, or of any of the routes mentioned herein, or of any part thereof, shall be valid or effectual for any purpose unless the said assignment, lease or sublease shall contain a covenant on the part of the assignee or lessee that the same is subject to all the conditions of this contract and that the assignee or lessee assumes and will be bound by all of said conditions, and especially such conditions as to payments, anything in any statute or in the charter of such assignee or lessee to the contrary notwithstanding, and that the said assignee or lessee waives any more favorable conditions created by such statute or its charter, and that it will not claim by reason thereof or otherwise exemption from liability to perform each and all of the conditions of this contract.

Fifth—Nothing in this contract shall be deemed to affect in any way the right of the City to grant to any individual or other corporation a similar right or privilege, upon the same or other terms and conditions, over the route hereinbefore described.

The use of the railway constructed by the Company under this contract, including the tracks, wires and other equipment, or any structures used in connection therewith, in streets and avenues hereinbefore described, shall be permitted by the Company to any individual or corporation to which the City may have granted, or may hereafter grant, the right or privileges to use such streets and avenues for street railway purposes, upon payment by an annual sum by such individual or corporation to the Company which shall equal the legal interest on such proportion of the actual cost of the construction of such railway and structures, and additions and betterments thereto, as the number of cars operated by such individual or corporation shall bear to the number of cars operated by the companies then using the same, and also such proportion of the cost of keeping the tracks and electrical equipment in repair, and the cost of additions and betterments thereto, such proportion of laying and repairing of pavement and removal of snow and ice, and all other duties imposed upon the Company by the terms of this contract in connection with the maintenance or the operation of said railway so used, as the number of cars operated by such individual or corporation shall bear to the number of cars operated by the companies then using the same, together with the actual cost of the power necessary for the operation of the cars thereon of such individual or corporation. Provided, however, that if, in the opinion of the Company, the legal rate of interest upon the cost of such railway shall be an insufficient sum to be paid for the use of such tracks, it may appeal to the Board and the Board may fix a percentage upon the cost to be paid to the Company at a sum in excess of the legal rate of interest, if, in its opinion, such action is justified.

The Company shall not at any time oppose, but shall, upon the request of the Board, consent to the construction or operation of any street surface railway which may necessitate the use of any portion of the railway which shall be constructed by the Company pursuant to this contract.

Sixth—The rights and privileges hereby granted shall not be assigned, either in whole or in part, or leased or sublet in any manner, nor shall the title thereto, or right, interest or property therein, pass to or vest in any other person or corporation whatsoever, either by the act of the Company, or by operation of law, whether under the provisions of the statutes relating to the consolidation or merger of corporations or otherwise, without the consent of the City, acting by the Board, evidenced by an instrument under seal, anything herein contained to the contrary thereof in anywise notwithstanding, and the granting, giving or waiving of any one or more of such consents shall not render unnecessary any subsequent consent or consents.

Seventh—Upon the termination of this original contract, or if the same be renewed, then at the termination of the said renewal term, or upon the termination of the rights hereby granted for any cause, or upon the dissolution of the Company before such termination, the tracks and equipments of the Company constructed pursuant to this contract within the streets and avenues and upon the viaduct shall became the property of the City without cost, and the same may be used or disposed of by the City for any purpose whatsoever, or the same may be leased to any company or individual.

If, however, at the termination of this contract, as above, the Board shall so order by resolution, the Company shall, upon thirty (30) days' notice from the Board, remove any and all of its tracks and other equipment constructed pursuant to this contract, and the said streets, avenues and viaduct shall be restored to their original condition at the sole cost and expense of the Company.

Eighth—The Company shall commence construction of the railway herein authorized within three (3) months from the date upon which the consents of the property owners are filed with the Board, or from the date of the order of the Appellate Division of the Supreme Court, made pursuant to Section 174 of the Railroad Law confirming the determination of the Commissioners appointed thereunder that such railway ought to be constructed, and shall complete the construction and place the same in full operation within six (6) months from the date of filing such consents or the date of such order, otherwise this right shall cease and determine, and all sums paid, and the sum of two thousand dollars

($2,000) deposited with the Comptroller of the City, as hereinafter provided, shall thereupon be forfeited to the City, provided that the period for commencement and the period for completion and placing the railway in full operation may be extended by the Board, but the total extension of time for either of such periods shall not exceed in the aggregate six (6) months, and provided, further, that when the commencement or completion of said construction shall be prevented by legal proceedings in any court or by works of public improvement, or from other causes not within the control of the Company, the time for the commencement or completion of such construction may be extended for the period of such prevention, but no delay shall be allowed for unless the court proceedings shall be diligently prosecuted by the Company, and, provided further, that in no case shall such delay be deemed to begin until the Company shall have given written notice to the Board of any such court proceedings or other occasion of delay, and deliver to the Board copies of any injunction or other orders, and the papers upon which the same shall have been granted, and unless, upon the request of the Board, the Company shall, in writing, consent that the Board, either in its own name as a party or in the name of the City as a party, may intervene in any such proceedings.

Ninth—Said railway shall be constructed and operated in the latest approved manner of street railway construction and operation, and it is hereby agreed that the Board may require the Company to improve or add to the railway equipment, including rolling stock and railway appurtenances, from time to time, as such additions and improvements are necessary, in the opinion of the Board. Upon failure on the part of the Company to comply with the direction of the Board within a reasonable time, the rights hereby granted shall cease and determine.

Tenth—Said railway shall be constructed, maintained and operated subject to the supervision and control of all the authorities of the City who have jurisdiction in such matters, as provided by the Charter of the City.

No construction upon said railway shall be commenced until written permits have been obtained from the proper City officials.

In any permits so issued such officials may also impose such conditions, as a condition of the granting of the same, as are necessary for the purpose of protecting any structures in the streets and avenues and upon the viaduct over which such officials have jurisdiction and the Company shall comply with such conditions.

The electrical equipment to be installed by the Company for the operation of the railway within the limits of the City, whether the same be upon streets and avenues or upon the viaduct or upon private property, shall be constructed and maintained under the supervision and control of the Commissioner of Water Supply, Gas and Electricity.

Eleventh—Said railway may be operated by overhead electric power substantially similar to the overhead electric system now in use by street surface railways in the Borough of The Bronx, or by any other motive power except locomotive steam power or horse power, which may be approved by the Board, and consented to by the abutting property owners, in accordance with the provisions of law, and by the Public Service Commission for the First District of the State of New York.

Provided, however, that the Board, upon giving to the Company one (1) year's notice, may require the Company to operate its railway upon the whole or upon any portion of the route herein authorized to be constructed, except upon the viaduct, by underground electric power substantially similar to the system now in use on the street surface railways in the Borough of Manhattan, or upon the whole or any portion of said route by any other practical motive power then in use which does not require the use of poles and overhead wires in the streets and avenues and upon the viaduct, and thereupon to discontinue the use of the overhead trolley system and to remove its poles, wires and other structures used by it for that purpose from the streets, avenues and viaduct of the City upon said route.

Twelfth—Upon six (6) months' notice by the Board to the Company all wires for the transmission of power, except trolley wires, for the operation of the railway, upon all or any portion of the route hereby authorized, shall be placed in conduits beneath or alongside of the railway. The Company shall provide in such conduits two (2) ducts not less than three (3) inches in diameter for the exclusive use of the City. Such ducts shall be used only by the Company for the operation of its railway and by the City, as above.

Thirteenth—The rate of fare for any passenger upon said railway shall not exceed five (5) cents, and the Company shall not charge any passenger more than five (5) cents for one continuous ride from any point on its road, or on any road, line or branch operated by it or under its control to any other point thereof, or any connecting branch thereof, within the limits of the City.

The Company shall carry free upon the railway hereby authorized during the term of this contract all members of the Police and Fire Departments of the City when such employees are in full uniform.

Fourteenth—No cars shall be operated upon the railway hereby authorized other than passenger cars and cars necessary for the repair or maintenance of the railway, and no freight cars shall be operated upon the tracks of said railway.

Fifteenth—The Company shall attach to each car run over the said railway proper fenders and wheelguards, in conformity with such laws and ordinances as are now in force, or may hereafter, during the term of this contract, be enacted or adopted by the State or City authorities, or as may be required by resolution of the Board.

Sixteenth—All cars which are operated on said railway shall be heated during the cold weather in conformity with such laws and ordinances as are now in force or may hereafter, during the term of this contract, be enacted or adopted by the State or City authorities, or as may be required by resolution of the Board.

Seventeenth—All cars operated on said railway shall be well lighted by electricity, or by some lighting system equally efficient, or as may be required by resolution of the Board.

Eighteenth—Cars on the said railway shall run at intervals of not more than thirty (30) minutes both day and night, and as much oftener as reasonable convenience of the public may require, or as may be directed by the Board.

Nineteenth—The Company, so long as it shall continue to use any of the tracks upon the streets, avenues and viaduct in or upon which said railway shall be constructed, shall cause to be watered at least three (3) times every twenty-four (24) hours, when the temperature is above thirty-five (35) degrees Fahrenheit, the entire width of the streets, avenues and viaduct, except when the width of such streets, avenues and viaduct shall exceed sixty (60) feet between curblines, in which case the Company shall cause to be watered only sixty (60) feet in width of such roadway, and the Company shall provide for such purpose at least one tank car, the capacity of which shall be sufficient to water such streets, avenues and viaduct in a satisfactory manner.

Twentieth—The Company shall at all times keep the streets, avenues and viaduct upon which the said railway is constructed, between its tracks, the rails of its tracks and for a distance of two (2) feet beyond the rails, on either side thereof, free and clear from ice and snow; provided, however, that the Company shall, at the option of the Commissioner of Street Cleaning, enter into an agreement for each winter season or part thereof, to clean an equivalent amount of street surface from house line to house line.

Twenty-first—As long as said railway, or any portion thereof, remains in any street or avenue, or upon the viaduct, the Company shall pave and keep in permanent repair that portion of the surface of the street, avenue or viaduct in or upon which the said railway is constructed, between its tracks, the rails of its tracks and for a distance of two (2) feet beyond the rails on either side thereof, under the supervision of the local authorities, whenever required by them to do so, and in such manner as they may prescribe.

In case of the neglect of the Company to make pavement or repairs after the expiration of thirty (30) days' notice to do so from the President of the Borough of Manhattan, said President may make the same at the expense of the Company. And the City shall have the right to change the material and character of the pavement of any street or avenue or of the viaduct, and in that event the Company shall be bound to replace such pavement in the manner directed by the proper City official, at its own expense, and the provisions as to repairs herein contained shall apply to such renewed or altered pavement.

Twenty-second—Any alteration to the sewerage or drainage systems, or to any other subsurface or to any surface structures in the streets or upon the viaduct, required on account of the construction or operation of the railway, shall be made at the sole cost of the Company, and in such manner as the proper City officials may prescribe.

Twenty-third—It is agreed that the right hereby granted to operate a street surface railway shall not be in preference or in hindrance to public work of the City, and should the said railway in any way interfere with the construction of public works in the streets and avenues or upon the viaduct, whether the same is done by the City directly or by a contractor for the City, the Company shall, at its own expense, protect or move the tracks and appurtenances in the manner directed by the City officials having jurisdiction over such public work.

Twenty-fourth—Should the grades or lines of the streets and avenues in which the railway is hereby authorized be changed at any time after the railway has been constructed and during the term of this contract, the Company shall, at its own expense, change its tracks and appurtenances to conform with such new grades and lines, and during the construction of any public improvement upon said streets, avenues and viaduct the Company shall take care of and protect the tracks and appurtenances at its own expense, all to be done subject to the direction of the City official having jurisdiction over the construction of such change.

Twenty-fifth—Upon one (1) year's notice from the Board the Company shall, if the Board shall so determine by resolution, cease the operation of the stub-end terminal at 155th street and Broadway and shall within sixty (60) days from the date of such notice make application to the Board for the right to construct, maintain and operate a loop terminal upon streets to be designated by the Board, and shall on or before the expiration of said one (1) year enter into a contract for such loop terminal in substitution for the stub-end terminal hereby authorized.

Twenty-sixth—The Company shall submit to the Board a report not later than November 1 of each year for the year ending September 30 next preceding, and at any other time, upon request of the Board, which shall state:

1. The amount of stock issued, for cash, for property.
2. The amount paid in as by last report.
3. The total amount of capital stock paid in.
4. The funded debt by last report.
5. The total amount of funded debt.
6. The floating debt as by last report.
7. The total amount of floating debt.
8. The total amount of funded and floating debt.
9. The average rate per annum of interest on funded debt.
10. Statement of dividends paid during the year.
11. The total amount expended for same.
12. The names of the directors elected at the last meeting of the corporation held for such purpose.
13. Location, value and amount paid for real estate owned by the Company as by last report.
14. Location, value and amount paid for real estate now owned by the Company.
15. Number of passengers carried during the year.
16. Total receipts of Company for each class of business.
17. Amounts paid by the Company for damage to persons or property on account of construction and operation.
18. Total expenses for operation, including salaries.

—and such other information in regard to the business of the Company as may be required by the Board.

Twenty-seventh—The Company shall at all times keep accurate books of account of the gross receipts from all sources within the limits of the City, and shall, on or before November 1 of each year, make a verified report to the Comptroller of the City of the business done by the Company for the year ending September 30 next preceding, in such form as he may prescribe. Such report shall contain a statement of such gross receipts, the total miles in operation within the limits of the City and the miles of railway constructed and operated under this contract, and such other information as the Comptroller may require. The Comptroller shall have access to all books of the Company for the purpose of ascertaining the correctness of its report, and may examine its officers under oath.

Twenty-eighth—In case of any violation or breach or failure to comply with any of the provisions herein contained or with any orders of the Board acting under the powers herein reserved, the franchise or consent herein granted may be forfeited by a suit brought by the Corporation Counsel on notice of ten (10) days to the Company, or, at the option of the Board, by resolution of said Board, which said resolution may contain a provision to the effect that the railway constructed and in use by virtue of this contract shall thereupon become the property of the City without proceedings at law or in equity. Provided, however, that such action by the Board shall not be taken until the Board shall give notice to the Company to appear before it on a certain day not less than ten (10) days after the date of such notice, to show cause why such resolution declaring the contract forfeited should not be adopted. In case the Company fails to appear, action may be taken by the Board forthwith.

Twenty-ninth—If the Company shall fail to give efficient public service at the rates herein fixed, or fail to maintain its structures and equipment as herein provided in good condition throughout the whole term of this contract, the Board may give notice to the Company specifying any default on the part of the Company, and requiring the Company to remedy the same within a reasonable time; and, upon failure of the Company to remedy such default within a reasonable time, the Company shall, for each day thereafter during which the default or defect remains, pay to the City the sum of two hundred and fifty dollars ($250) as fixed or liquidated damages, or the Board, in case such structures or equipment which may affect the surface of the streets or viaduct shall not be put in good condition within a reasonable time after notice by the Board as aforesaid, shall have the right to make all needed repairs at the expense of the Company, in which case the Company shall pay to the City the amount of the cost of such repairs, with legal interest thereon, all of which sums may be deducted from the fund hereinafter provided for.

Thirtieth—The Company shall assume all liability to persons or property by reason of the construction or operation of the railway authorized by this contract, and it is a condition of this contract that the City shall assume no liability whatsoever to either persons or property on account of the same, and the Company hereby agrees to repay to the City any damage which the City shall be compelled to pay by reason of any acts or default of the Company.

Thirty-first—This grant is upon the express condition that the Company, within thirty (30) days after the signing of this contract by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of the City the sum of two thousand dollars ($2,000), either in money or securities to be approved by him, which sum, together with any and all sums of money or any securities heretofore deposited with the Comptroller by the Company under and pursuant to franchises heretofore granted to it by the City, for the faithful performance by the Company of the several franchises so granted, shall form a fund for the performance by the Company of all of the terms and conditions of this contract and compliance with all orders of the Board acting under the powers herein reserved, especially those which relate to the payment of the annual charges for the privilege hereby granted, the rendering of efficient public service at the rates herein fixed, the repairs of the street and viaduct pavement, the removal of snow and ice and the quality of construction of the railway and the maintenance of the property in good condition throughout the whole term of this contract, and in case of default in the performance by the Company of such terms and conditions or compliance with such orders, or either or any of them, the City shall have the right to cause the work to be done and the materials to be furnished for the performance thereof after due notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings; or after default in the payment of the annual charges, shall collect the same, with interest, from the said fund after ten (10) days' notice to the Company; or in case of failure to observe the said terms and conditions of this contract and orders of the Board hereunder, relating to the headway, heating and lighting of cars, fenders, wheelguards and watering of street pavements, the Company shall pay a penalty of fifty dollars ($50) per day for each day of violation, and the further sum of ten dollars ($10) per day for each car that shall not be properly heated, lighted or supplied with fenders or wheelguards, in case of a violation of the provisions relating to those matters.

The procedure for the imposition and collection of the penalties in this contract shall be as follows:

The Board, on complaint made, shall give notice to the Company, directing its President or other officer to appear before the Board on a certain day not less than ten (10) days after the date of such notice to show cause why the Company should not be penalized in accordance with the foregoing provisions. If the Company fails to make an appearance, or, after a hearing, appears, in the judgment of the Board, to be in fault, said Board shall forthwith impose the prescribed penalty, or where the amount of the penalty is not prescribed herein, such amount as appears to the Board to be just, and without legal procedure direct the Comptroller to withdraw the amount of such penalty from the security fund deposited with him. In case of any drafts made upon the security fund the Company shall, upon ten (10) days' notice in writing, pay to the City a sum sufficient to restore said security fund to the original amount, and in default thereof this contract shall be cancelled and annulled at the option of the Board, acting on behalf of the City. No action or proceeding or right under the provisions of this contract shall affect any other legal rights, remedies or causes of action belonging to the City.

Thirty-second—The words "notice" or "direction," wherever used in this contract, shall be deemed to mean a written notice or direction. Every such notice or direction to be served upon the Company shall be delivered at such office in the City as shall have been designated by the Company, or if no such office shall have been designated, or if such designation shall have for any reason become inoperative, shall be mailed in the City, postage prepaid, addressed to the Company at the City. Delivery or mailing of such notice or direction as and when above provided shall be equivalent to direct personal notice or direction, and shall be deemed to have been given at the time of delivery or mailing.

Thirty-third—The words "streets or avenues" and "streets and avenues," wherever used in this contract, shall be deemed to mean "streets, avenues, highways, parkways, driveways, concourses, boulevards, bridges, viaducts, tunnels, public places or any other property to which the City has title or over which the public has an easement," encountered in the route hereinabove described, and upon or in which authority is hereby given to the Company to construct a railway.

Thirty-fourth—If at any time the powers of the Board or any other of the authorities herein mentioned or intended to be mentioned, shall be transferred by law to any other Board, authority, officer or officers, then and in such cases such other Board, authority, officer or officers shall have all the powers, rights and duties herein reserved to or prescribed for the Board or other authorities, officer or officers.

Sec. 3. Nothing in this contract shall be construed as in any way limiting the present or future jurisdiction of the Public Service Commission, under the laws of the State of New York.

Sec. 4. This grant is also upon the further and express condition that the provisions of Article 5 and the other provisions of the Railroad Law pertinent hereto shall be strictly complied with by the Company.

Sec. 5. The Company promises, covenants and agrees on its part and behalf to conform to and abide by and perform all the terms and conditions and requirements in this contract fixed and contained.

In witness whereof, the party of the first part, by its Mayor, thereunto duly authorized by the Board of Estimate and Apportionment of said City, has caused the corporate name of said City to be hereunto signed and the corporate seal of said City to be hereunto affixed; and the party of the second part, by its officers, thereunto duly authorized, has caused its corporate name to be hereunto signed, and its corporate seal to be hereunto affixed, the day and year first above written.

THE CITY OF NEW YORK,

[CORPORATE SEAL.] By.....Mayor.

Attest:

.....City Clerk.

UNION RAILWAY COMPANY OF NEW YORK CITY,

By.....Receiver.

[SEAL.] By.....President.

Attest:

.....Secretary.

(Here add acknowledgments.)

Resolved, That the results of the inquiry made by this Board as to the money value of the franchise or right proposed to be granted and the adequacy of the compensation proposed to be paid therefor, and of the terms and conditions, including the provisions as to rates, fares and charges, are as hereinbefore specified and fully set forth in and by the foregoing form of proposed contract for the grant of such franchise or right.

Resolved, That these preambles and resolutions, including the said resolution for the grant of a franchise or right applied for by the Union Railway Company of New York City, and the said form of a proposed contract for the grant of such franchise or right containing said results of such inquiry, after the same shall be entered in the minutes of this Board, shall be published for at least twenty (20) days immediately prior to Thursday, April 13, 1911, in the CITY RECORD, and at least twice during the ten (10) days immediately prior to Thursday, April 13, 1911, in two daily newspapers to be designated by the Mayor therefor, and published in The City of New York, at the expense of the Union Railway Company of New York City, together with the following notice, to wit:

Notice is hereby given that the Board of Estimate and Apportionment, before authorizing any contract for the grant of the franchise or right applied for by the Union Railway Company of New York City, and fully set forth and described in the foregoing form of proposed contract for the grant of such franchise or right, and before adopting any resolution authorizing such contract, will, at a meeting of said Board, to be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on Thursday, April 13, 1911, at 10.30 o'clock a. m., hold a public hearing thereon, at which citizens shall be entitled to appear and be heard.

("The Globe" and "The Evening Sun" designated.)

Dated March 2, 1911.

JOSEPH HAAG, Secretary.

m21,a13

PUBLIC NOTICE IS HEREBY GIVEN THAT at the meeting of the Board of Estimate and Apportionment held this day the following proceedings were had:

Whereas, The Union Railway Company of New York City has, under date of October 27, 1910, made application to this Board for the grant of the right, privilege and franchise to construct, maintain and operate a double-track street surface railway as an extension to its existing system, from the intersection of Aqueduct and Boscobel avenues in the Borough of The Bronx, and thence upon and over the Washington Bridge and its approaches, and upon and along 181st street to Broadway, Borough of Manhattan; and

Whereas, Section 172 of the Railroad Law and Sections 72, 73 and 74 of the Greater New York Charter as amended by Chapters 629 and 630 of the Laws of 1905, provide for the manner and procedure of making such grants; and

Whereas, In pursuance of such laws, this Board adopted a resolution on November 11, 1910, fixing the date for public hearing thereon as December 9, 1910, at which citizens were entitled to appear and be heard, and publication was had for at least fourteen (14) days in the "World" and "The New York Times" newspapers designated by the Mayor, and in the CITY RECORD for ten (10) days immediately prior to the date of hearing, and the public hearing was duly held on such day; and

Whereas, This Board has made inquiry as to the money value of the franchise or right applied for, and proposed to be granted to the Union Railway Company of New York City, and the adequacy of the compensation to be paid therefor; now, therefore, it is

Resolved, That the following form of the resolution for the grant of the franchise or right applied for by the Union Railway Company of New York City, containing the form of proposed contract for the grant of such franchise or right, be hereby introduced and entered in the minutes of this Board, as follows, to wit:

Resolved, That the Board of Estimate and Apportionment hereby grants to the Union Railway Company of New York City the franchise or right fully set out and described in the following form of proposed contract for the grant thereof, embodying all the terms and conditions, including the provisions as to rates, fares and charges, upon and subject to the terms and conditions in said proposed form of contract contained, and that the Mayor of The City of New York be and he hereby is authorized to execute and deliver such contract in the name and on behalf of The City of New York, as follows, to wit:

Proposed Form of Contract.

This contract, made this day of 191 , by and between The City of New York (hereinafter called the City), party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), and the Union Railway Company of New York City (hereinafter called the Company), party of the second part, witnesseth:

In consideration of the mutual covenants and agreements herein contained, the parties hereto do hereby covenant and agree as follows:

Section 1. The City hereby grants to the Company, subject to the conditions and provisions hereinafter set forth, the right and privilege to construct, maintain and operate a double-track extension to its present street surface railway with the necessary wires and equipment, for the purpose of conveying passengers only in the Boroughs of Manhattan and The Bronx, in The City of New York, upon the following route, to wit:

Beginning at and connecting with the existing tracks of the Company in Boscobel avenue, at or near its intersection with Aqueduct avenue, in the Borough of The Bronx; thence upon and along Boscobel avenue to Aqueduct avenue; thence westerly upon and over the easterly approach to the Washington Bridge and upon and over the said bridge and it, westerly approach to the intersection thereof with 181st street, Borough of Manhattan, and thence upon and along 181st street to the easterly side of Broadway, and to cross such other streets and avenues, named and unnamed, as may be encountered in said route.

The said route, with turnouts, switches and crossovers, hereby authorized is shown upon a map entitled:

"Map showing proposed extension of the Union Railway Co. of New York City, in the Boroughs of Manhattan and The Bronx, City of New York, to accompany petition dated October 27, 1910, to the Board of Estimate and Apportionment."

—and signed by F. W. Whitridge, Receiver; Edward A. Maher, General Manager, and T. F. Mullaney, Chief Engineer, a copy of which is attached hereto, is to be deemed a part of this contract, is to be construed with the text thereof, and is to be substantially followed, provided that deviations therefrom and additional turnouts, switches and crossovers which are consistent with the foregoing description and the other provisions of this contract may be permitted by resolution of the Board.

Nothing in this contract shall be construed as permitting the construction of more than one double-track street surface railway upon the route hereinabove described.

Sec. 2. The grant of this privilege is subject to the following conditions, which shall be complied with by the Company:

First—The consent in writing of the owners of half in value of the property bounded on

said streets and avenues to the construction and operation of said railway shall be obtained by the Company within three (3) months from the signing of this contract by the Mayor, and a copy of such consents shall be filed with the Board within such time, or in the event that such consents cannot be obtained within such time, the Company shall within said three (3) months or within one (1) month thereafter, make application to the Appellate Division of the Supreme Court for the appointment of Commissioners in the manner provided by the Railroad Law, to determine if said railway ought to be constructed; otherwise this grant shall cease and determine.

Second—The said right to construct, maintain and operate said railway shall be held and enjoyed by the Company from the date upon which this contract is signed by the Mayor until March 1, 1924, with the privilege of renewal of said contract for the further period of twenty-five (25) years, upon a fair revaluation of such right and privilege.

If the Company shall determine to exercise its privilege of renewal it shall make application to the Board, or any authority which shall be authorized by law to act for the City in place of the Board. Such application shall be made at any time not earlier than two (2) years and not later than one (1) year before the expiration of the original term of this contract. The determination of the revaluation shall be sufficient if agreed to in writing by the Company and the Board, but in no case shall the annual rate of compensation to the City be fixed at a less amount than the sum required to be paid during the last year prior to the termination of the original term of this contract.

If the Company and the Board shall not reach such agreement on or before the day one (1) year before the expiration of the original term of this contract, then the annual rate of compensation for such succeeding twenty-five (25) years shall be reasonable, and either the City (by the Board) or the Company shall be bound upon request of the other to enter into a written agreement with each other fixing the rate of such compensation at such amount as shall be reasonable, but in no case shall the annual rate so fixed be less than the sum required to be paid for the last year prior to the termination of the original term of this contract, and if the parties shall not forthwith agree upon what is reasonable, then the parties shall enter into a written agreement fixing such annual rate and at such amount as shall be determined by three disinterested freeholders selected in the following manner:

One disinterested freeholder shall be chosen by the Board; one disinterested freeholder shall be chosen by the Company; these two shall choose a third disinterested freeholder, and the three so chosen shall act as appraisers and shall make the revaluation aforesaid. Such appraisers shall be chosen at least six (6) months prior to the expiration of this original contract, and their report shall be filed with the Board within three (3) months after they are chosen. They shall act as appraisers and not as arbitrators. They may base their judgment upon their own experience and upon such information as they may obtain by inquiries and investigations, without the presence of either party. They shall have the right to examine any of the books of the Company and its officers under oath. The valuations so ascertained, fixed and determined shall be conclusive upon both parties, but no annual sum shall, in any event, be less than the sum required to be paid for the last year of the original term of this contract. If in any case the annual rate shall not be fixed prior to the termination of the original term of this contract, then the Company shall pay the annual rate theretofore prevailing until the new rate shall be determined, and shall then make up to the City the amount of any excess of the annual rate then determined over the previous annual rate. The compensation and expenses of the said appraisers shall be borne jointly by the City and the Company, each paying one-half thereof.

Third—The Company shall pay to the City for the privilege hereby granted the following sums of money:

(a) The sum of five thousand dollars ($5,000) in cash on or before the date on which operation over any portion of the route hereby authorized is commenced.

(b) During the first term of five (5) years an annual sum which shall in no case be less than one thousand dollars ($1,000), and which shall be equal to three (3) per cent. of its gross annual receipts if such percentage shall exceed the sum of one thousand dollars ($1,000).

During the second term of five (5) years an annual sum which shall in no case be less than seventeen hundred dollars ($1,700) and which shall be equal to five (5) per cent. of its gross annual receipts, if such percentage shall exceed the sum of seventeen hundred dollars ($1,700).

During the remaining term expiring March 1, 1924, an annual sum which shall in no case be less than nineteen hundred dollars ($1,900), and which shall be equal to five (5) per cent. of its gross annual receipts if such percentage shall exceed the sum of nineteen hundred dollars ($1,900).

The gross annual receipts mentioned above shall be that portion of the gross receipts of the Company from all sources within the limits of the City as shall bear the same proportion to its whole gross receipts as the length of the extension hereby authorized shall bear to the entire length of the railway of the Company in operation within the limits of the City.

The annual charges shall commence from the date upon which this contract is signed by the Mayor.

(c) For the use of the Washington Bridge and its approaches during the term expiring March 1, 1914, an annual sum of two thousand five hundred dollars ($2,500); during the succeeding term of five (5) years expiring March 1, 1919, an annual sum of two thousand seven hundred and fifty dollars ($2,750); and during the remaining term of five (5) years expiring March 1, 1924, an annual sum of three thousand dollars ($3,000). The compensation herein reserved shall commence from the date on which this contract is signed by the Mayor

All annual charges as above shall be paid into the treasury of the City on November 1 of each year and shall be for the amount due to September 30 next preceding. Provided that the first annual payment shall be only for that proportion of the first annual charge as the time between the date upon which this contract is signed by the Mayor and September 30 following shall bear to the whole of one year.

Whenever the percentage required to be paid shall exceed the minimum amount as above, then such sum over and above such minimum shall be paid on or before November 1 in each year for the year ending September 30 next preceding.

The annual charges herein provided are intended to include the percentages of gross receipts now required to be paid by railway companies to the City pursuant to the Railroad Law as amended.

The intention of this paragraph is to fix an annual charge to be paid by the Company to the City for the rights and privileges hereby granted.

Any and all payments to be made by the terms of this contract to the City by the Company, shall not be considered in any manner in the nature of a tax, but such payments shall be made in addition to any and all taxes of whatsoever kind or description, now or hereafter required to be paid by any ordinance of the City, or resolution of the Board, or any law of the State of New York.

Fourth—The annual charges or payments shall continue throughout the whole term of this contract, (whether original or renewal), notwithstanding any clause in any statute or in the charter of any other railway or railroad company providing for payment for railway or railroad rights or franchises at a different rate, and no assignment, lease or sublease of the rights or privileges hereby granted (whether original or renewal), or of any part thereof, or of any of the routes mentioned herein, or of any part thereof, shall be valid or effectual for any purpose unless the said assignment, lease or sublease shall contain a covenant on the part of the assignee or lessee that the same is subject to all the conditions of this contract; and that the assignee or lessee assumes and will be bound by all of said conditions, and especially said conditions as to payments, anything in any statute or in the charter of such assignee or lessee to the contrary notwithstanding, and that the said assignee or lessee waives any more favorable conditions created by such statute or its charter, and that it will not claim by reason thereof or otherwise exemption from liability to perform each and all of the conditions of this contract.

Fifth—Nothing in this contract shall be deemed to affect in any way the right of the City to grant to any individual or other corporation a similar right or privilege, upon the same or other terms and conditions, over the route hereinbefore described.

The use of the railway constructed by the Company under this contract, including the tracks, wires and other equipment, or any structures used in connection therewith, in streets and avenues hereinbefore described, shall be permitted by the Company to any individual or corporation to which the City may have granted, or may hereafter grant, the right or privilege to use such streets and avenues for street railway purposes, upon payment of an annual sum by such individual or corporation to the Company, which shall equal the legal interest on such proportion of the actual cost of the construction of such railway and structures and additions and betterments thereto, as the number of cars operated by such individual or corporation shall bear to the number of cars operated by the companies then using the same; and also such proportion of the cost of keeping the tracks and electrical equipment in repair, and the cost of additions and betterments thereto, such proportion of laying and repairing of pavement and removal of snow and ice, and all other duties imposed upon the Company by the terms of this contract in connection with the maintenance or the operation of said railway so used, as the number of cars operated by such individual or corporation shall bear to the number of cars operated by the companies then using the same, together with the actual cost of the power necessary for the operation of the cars thereon of such individual or corporation. Provided, however, that if, in the opinion of the Company, the legal rate of interest upon the cost of such railway shall be an insufficient sum to be paid for the use of such tracks, it may appeal to the Board and the Board may fix a percentage upon the cost to be paid to the Company, at a sum in excess of the legal rate of interest, if, in its opinion, such action is justified.

The Company shall not at any time oppose but shall upon the request of the Board, consent to the construction or operation of any street surface railway which may necessitate the use of any portion of the railway which shall be constructed by the Company pursuant to this contract.

Sixth—The rights and privileges hereby granted shall not be assigned, either in whole or in part, or leased or sublet in any manner, nor shall the title thereto, or right, interest or property therein, pass to or vest in any other person or corporation whatsoever, either by the act of the Company, or by operation of law, whether under the provisions of the statutes relating to the consolidation or merger of corporations or otherwise, without the consent of the City, acting by the Board, evidenced by an instrument under seal, anything herein contained to the contrary thereof in anywise notwithstanding, and the granting, giving or waving of any one or more of such consents shall not render unnecessary any subsequent consent or consents.

Seventh—Upon the termination of this original contract, or if the same be renewed, then at the termination of the said renewal term, or upon the termination of the rights hereby granted for any cause, or upon the dissolution of the Company before such termination, the tracks and equipments of the Company constructed pursuant to this contract within the streets and avenues and upon the bridge shall become the property of the City without cost, and the same may be used or disposed of by the City for any purpose whatsoever, or the same may be leased to any company or individual.

If, however, at the termination of this contract as above, the Board shall so order by resolution, the Company shall, upon thirty (30) days' notice from the Board, remove any and all of its tracks and other equipment constructed pursuant to this contract, and the said streets and avenues and the bridge shall be restored to their original condition at the sole cost and expense of the Company.

Eighth—The Company shall commence construction of the railway herein authorized within three (3) months from the date upon which the consents of the property owners are filed with the Board or from the date of the order of the Appellate Division of the Supreme Court, made pursuant to Section 174 of the Railroad Law, confirming the determination of the Commissioners appointed thereunder that such railway ought to be constructed, and shall complete the construction and place the same in full operation within six (6) months from the date of filing such consents or the date of such order, otherwise this right shall cease and determine, and all sums paid, and the sum of two thousand dollars ($2,000) deposited with the Comptroller of the City, as hereinafter provided, shall thereupon be forfeited to the City; provided that the period for commencement and the period for completion and placing the railway in full operation may be extended by the Board, but the total extension of time for either of such periods shall not exceed in the aggregate six (6) months; and provided, further, that when the commencement or completion of said construction shall be prevented by legal proceedings in any Court, or by works of public improvement, or from other causes not within the control of the Company, the time for the commencement or completion of such construction may be extended for the period of such prevention, but no delay shall be allowed for unless the Court proceedings shall be diligently prosecuted by the Company, and provided further, that in no case shall such delay be deemed to begin until the Company shall have given written notice to the Board of any such Court proceedings or other occasion of delay, and deliver to the Board copies of any injunction or other orders, and the papers upon which the same shall have been granted, and unless upon the request of the Board the Company shall, in writing, consent that the Board, either in its own name as a party or in the name of the City as a party, may intervene in any such proceedings.

Ninth—Said railway shall be constructed and operated in the latest approved manner of street railway construction and operation, and it is hereby agreed that the Board may require the Company to improve or add to the railway equipment, including rolling stock and railway appurtenances, from time to time, as such additions and improvements are necessary, in the opinion of the Board. Upon failure on the part of the Company to comply with the direction of the Board within a reasonable time, the rights hereby granted shall cease and determine.

Tenth—Said railway shall be constructed, maintained and operated subject to the supervision and control of all the authorities of the City who have jurisdiction in such matters, as provided by the Charter of the City.

No construction upon said railway shall be commenced until written permits have been obtained from the proper City officials.

In any permits so issued such officials may also impose such conditions, as a condition of the granting of the same, as are necessary for the purpose of protecting any structures, in the streets and avenues and upon the bridge, over which such officials have jurisdiction and the Company shall comply with such conditions.

The electrical equipment to be installed by the Company for the operation of the railway within the limits of the City, whether the same be upon streets and avenues, or upon the bridge and its approaches, or upon private property, shall be constructed and maintained under the supervision and control of the Commissioner of Water Supply, Gas and Electricity.

Eleventh—Said railway may be operated by overhead electric power substantially similar to the overhead electric system now in use by street surface railways in the Borough of The Bronx, or by any other motive power, except locomotive steam power or horse power, which may be approved by the Board, and consented to by the abutting property owners, in accordance with the provisions of law, and by the Public Service Commission for the First District of the State of New York.

Provided, however, that the Board, upon giving to the Company one (1) year's notice, may require the Company to operate its railway upon the whole or upon any portion of the route herein authorized to be constructed, except upon the Washington Bridge structure, by underground electric power substantially similar to the system now in use on the street surface railways in the Borough of Manhattan, or upon the whole or any portion of said route by any other practical motive power then in use which does not require the use of poles and overhead wires in the streets and avenues and upon the bridge and its approaches, and thereupon to discontinue the use of the overhead trolley system, and to remove its poles, wires and other structures used by it for that purpose from the streets, avenues and bridge of the City upon said route.

Twelfth—Upon six (6) months' notice by the Board to the Company, all wires for the transmission of power, except trolley wires, for the operation of the railway, upon all or any portion of the route hereby authorized, shall be placed in conduits beneath or alongside of the railway. The Company shall provide in such conduits two (2) ducts not less than three (3) inches in diameter for the exclusive use of the City. Such ducts shall be used only by the Company for the operation of its railway and by the City, as above.

Thirteenth—The rate of fare for any passenger upon said railway shall not exceed five (5) cents and the Company shall not charge any passenger more than five (5) cents for one continuous ride, from any point on its road or on any road, line or branch operated by it or under its control to any other point thereof, or any connecting branch thereof within the limits of the City.

The Company shall carry free upon the railway hereby authorized during the term of this contract all members of the Police and Fire Departments of the City, when such employees are in full uniform.

Fourteenth—No cars shall be operated upon the railway hereby authorized, other than passenger cars and cars necessary for the repair or maintenance of the railway, and no freight cars shall be operated upon the tracks of said railway.

Fifteenth—The Company shall attach to each car run over the said railway proper fenders and wheel guards, in conformity with such laws and ordinances as are now in force, or may hereafter, during the term of this contract, be enacted or adopted by the State or City authorities, or as may be required by resolution of the Board.

Sixteenth—All cars which are operated on said railway shall be heated during the cold weather, in conformity with such laws and ordinances as are now in force, or may hereafter, during the term of this contract, be enacted or adopted by the State or City authorities, or as may be required by resolution of the Board.

Seventeenth—All cars operated on said railway shall be well lighted by electricity, or by some lighting system equally efficient, or as may be required by resolution of the Board.

Eighteenth—Cars on the said railway shall run at intervals of not more than thirty (30) minutes both day and night, and as much oftener as reasonable convenience of the public may require, or as may be directed by the Board.

Nineteenth—The Company, so long as it shall continue to use any of the tracks upon the streets and avenues or bridge in or upon which said railway shall be constructed, shall cause to be watered at least three (3) times every twenty-four (24) hours when the temperature is above thirty-five (35) degrees Fahrenheit, the entire width of the streets, avenues and bridge, except when the width of such streets, avenues and bridge shall exceed sixty (60) feet between curb lines, in which case the Company shall cause to be watered only sixty (60) feet in width of such roadway, and the Company shall provide for such purpose at least one tank car, the capacity of which shall be sufficient to water such streets, avenues and bridge in a satisfactory manner.

Twentieth—The Company shall at all times keep the streets, avenues and bridge, upon which the said railway is constructed, between its tracks, the rails of its tracks and for a distance of two (2) feet beyond the rails, on either side thereof, free and clear from ice and snow provided, however, that the Company shall, at the option of the Commissioner of Street Cleaning, enter into an agreement for each winter season, or part thereof, to clean an equivalent amount of street surface from house line to house line.

And provided further, that the Company shall, at the option of the Commisioner of Bridges, enter into an agreement for each winter season, or part thereof, to clean an equivalent amount of roadway upon the bridge and its approaches.

Twenty-first—As long as said railway, or any portion thereof, remains in any street or avenue, or upon the bridge, the Company shall pave and keep in permanent repair that portion of the surface of the street, avenue or bridge in or upon which the said railway is constructed, between its tracks, the rails of its tracks and for a distance of two (2) feet beyond the rails on either side thereof, under the supervision of the local authorities whenever required by them to do so, and in such manner as they may prescribe.

In case of the neglect of the Company to pave or repair the pavement on the streets after the expiration of thirty (30) days' notice to do so from the President of the Borough having jurisdiction, or in case of the neglect of the Company to pave or repair the pavement on the bridge after the expiration of thirty (30) days' notice so to do from the Commissioner of Bridges, said President or said Commissioner, as the case may be, may pave or repair the same at the expense of the Company. And the City shall have the right to change the material or character of the pavement of any street or avenue, and in that event the Company shall be bound to replace such pavement in the manner directed by the proper City official, at its own expense, and the provisions as to repairs herein contained shall apply to such renewed or altered pavement.

Twenty-second—Any alteration to the sewerage or drainage systems, or to any other subsurface or to any surface structures in the streets, required on account of the construction or operation of the railway, shall be made at the sole cost of the Company, and in such manner as the proper City officials may prescribe.

Twenty-third—It is agreed that the right hereby granted to operate a street surface railway shall not be in preference or in hindrance to public work of the City, and should the said railway in any way interfere with the construction of public works in the streets and avenues, or upon the bridge, whether the same is done by the City directly or by a contractor for the City, the Company shall, at its own expense, protect or move the tracks and appurtenances in the manner directed by the City officials having jurisdiction over such public work.

Twenty-fourth—Should the grades or lines of the streets and avenues in which the railway is hereby authorized be changed at any time after the railway has been constructed and during the term of this contract, the Company shall, at its own expense, change its tracks and appurtenances to conform with such new grades and lines, and during the construction of any public improvement upon said streets and avenues the Company shall take care of and protect the tracks and appurtenances at its own expense, all to be done subject to the direction of the City official having jurisdiction over the construction of such change.

Twenty-fifth—Upon one (1) year's notice from the Board the Company shall, if the Board shall so determine by resolution, cease the operation of the stub end terminal at East 181st street and Broadway, and shall within sixty (60) days from the date of such notice make application to the Board for the right to construct, maintain and operate a loop terminal upon streets to be designated by the Board and shall on or before the expiration of said one (1) year enter into a contract for such loop terminal in substitution for the stub-end terminal hereby authorized.

Twenty-sixth—The Company shall keep and maintain the tracks and the electrical equipment upon the bridge and its approaches necessary for the operation of cars thereon in good order and repair and in such manner as shall be approved and directed by the Commissioner of Bridges, and shall furnish all motive power required by the Commissioner of Bridges for the operation of its cars. If deemed necessary by the Commissioner of Bridges, the Company shall install and operate a system of signals to insure the safe and efficient operation of cars, such system to be approved by the Commissioner of Bridges. In the event of any necessity for changing the layout of tracks, curves, switches, sidings or platforms on the bridge in order to facilitate operation of cars by the Company, said Company must do all the work and furnish all the labor and tools necessary for effecting such changes, which shall all be made under the control and direction of the Commissioner of Bridges, and no such changes or construction connected therewith, or relating thereto, shall be made unless the plan or plans for the same have been first submitted to the Commissioner of Bridges and approved by him.

Twenty-seventh—Before beginning the operation of cars, the Company shall file with the Commisioner of Bridges a statement for his approval and assent as to the type of car which it proposes to operate and a sketch showing clearance dimensions, weight on axles and wheel spacing or such other information as may be required by said Commissioner. All cars operated over the bridge by the Company and all equipment and appliances relating to such operation shall be subject at all times to the inspection of the Commissioner of Bridges or his authorized representatives, who shall have power to forbid the entrance to the bridge of cars which may for any reason be unsatisfactory, and who shall have power to direct the removal of any old or inadequate appliance and the substitution therefor of appliances of approved character.

Said Commissioner may adopt rules and regulations in regard to the number of cars to be operated over the bridge, the rate of speed of said cars, the movement and headway thereof, the type and weight of cars to be used and the condition thereof, the switching of cars and the use of platforms and the control of the electrical current used by the Company, and the said Commissioner may alter and amend any such rules and regulations so as to secure the safety and comfort of persons using the bridge and preserve the purposes for which the bridge was constructed, and upon serving notice upon the Company that such rules and regulations have been made, amended or altered, the Company shall comply with all the requirements thereof.

Twenty-eighth—Nothing in this contract shall be deemed to affect in any way the right of the Commissioner of Bridges to make any alterations or changes in the construction, operation or management of the bridge or to affect in any way the control of such Commissioner over such bridge, as provided by the Charter of the City.

Twenty-ninth—The Company shall submit to the Board a report not later than November 1 of each year for the year ending September 30 next preceding, and at any other time, upon request of the Board, which shall state:

1. The amount of stock issued, for cash, for property.
2. The amount paid in as by last report.
3. The total amount of capital stock paid in.
4. The funded debt by last report.
5. The total amount of funded debt.
6. The floating debt as by last report.
7. The total amount of floating debt.
8. The total amount of funded and floating debt.
9. The average rate per annum of interest on funded debt.
10. Statement of dividends paid during the year.
11. The total amount expended for same.
12. The names of the directors elected at the last meeting of the corporation held for such purpose.
13. Location, value and amount paid for real estate owned by the Company as by last report.
14. Location, value and amount paid for real estate now owned by the Company.
15. Number of passengers carried during the year.
16. Total receipts of Company for each class of business.
17. Amounts paid by the Company for damage to persons or property on account of construction and operation.
18. Total expenses for operation, including salaries—and such other information in regard to the business of the Company as may be required by the Board.

Thirtieth—The Company shall at all times keep accurate books of account of the gross receipts from all sources within the limits of the City, and shall, on or before November 1 of each year, make a verified report to the Comptroller of the City of the business done by the Company, for the year ending September 30 next preceding, in such form as he may prescribe. Such report

shall contain a statement of such gross receipts, the total miles in operation within the limits of the City and the miles of railway constructed and operated under this contract, and such other information as the Comptroller may require. The Comptroller shall have access to all books of the Company for the purpose of ascertaining the correctness of its report, and may examine its officers under oath.

Thirty-first—In case of any violation or breach or failure to comply with any of the provisions herein contained, or with any orders of the Board or of the Commissioner of Bridges acting under the powers herein reserved, the franchise or consent herein granted may be forfeited by a suit brought by the Corporation Counsel, on notice of ten (10) days to the Company, or at the option of the Board by resolution of said Board, which said resolution may contain a provision to the effect that the railway constructed and in use by virtue of this contract shall thereupon become the property of the City without proceedings at law or in equity. Provided, however, that such action by the Board shall not be taken until the Baord shall give notice to the Company to appear before it on a certain day not less than ten (10) days after the date of such notice, to show cause why such resolution declaring the contract forfeited should not be adopted. In case the Company fails to appear, action may be taken by the Board forthwith.

Thirty-second—If the Company shall fail to give efficient public service at the rates herein fixed, or fail to maintain its structures and equipment as herein provided in good condition throughout the whole term of this contract, the Board may give notice to the Company specifying any default on the part of the Company, and requiring the Company to remedy the same within a reasonable time; and upon failure of the Company to remedy such default within a reasonable time, the Company shall, for each day thereafter during which the default or defect remains, pay to the City the sum of two hundred and fifty dollars ($250), as fixed or liquidated damages, or the Board, in case such structures or equipment which may affect the surface of the streets or of the bridge shall not be put in good condition within a reasonable time after notice by the Board as aforesaid, shall have the right to make all needed repairs at the expense of the Company, in which case the Company shall pay to the City the amount of the cost of such repairs, with legal interest thereon, all of which sums may be deducted from the fund hereinafter provided for.

Thirty-third—The Company shall assume all liability to persons or property by reason of the construction or operation of the railway authorized by this contract, and it is a condition of this contract that the City shall assume no liability whatsoever to either persons or property on account of the same, and the Company hereby agrees to repay to the City any damage which the City shall be compelled to pay by reason of any acts or default of the Company.

Thirty-fourth—This grant is upon the express condition that the Company, within thirty (30) days after the signing of this contract by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of the City the sum of two thousand dollars ($2,000), either in money or securities, to be approved by him, which sum together with any and all sums of money or any securities heretofore deposited with the Comptroller by the Company under and pursuant to franchises heretofore granted to it by the City for the faithful performance by the Company of the several franchises so granted, shall form a fund for the performance by the Company of all of the terms and conditions of this contract and compliance with all orders of the Board or of the Commissioner of Bridges acting under the powers herein reserved, especially those which relate to the payment of the annual charges for the privilege hereby granted, the rendering of efficient public service at the rates herein fixed, the repairs of the street and bridge pavement, the repair and maintenance of tracks and equipment upon the bridge and its approaches, and the removal of snow and ice and the quality of construction of the railway and the maintenance of the property in good condition throughout the whole term of this contract, and in case of default in the performance by the Company of such terms and conditions or compliance with such orders, or either or any of them, the City shall have the right to cause the work to be done and the materials to be furnished for the performance thereof after due notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings; or after default in the payment of the annual charges, shall collect the same with interest, from the said fund after ten (10) days' notice to the Company; or in case of failure to observe the said terms and conditions of this contract and orders of the Board hereunder, relating to the headway, heating and lighting of cars, fenders, wheel-guards and watering of street pavements, the Company shall pay a penalty of fifty dollars ($50) per day for each day of violation, and the further sum of ten dollars ($10) per day for each car that shall not be properly heated, lighted or supplied with fenders or wheel guards, in case of a violation of the provisions relating to those matters.

The procedure for the imposition and collection of the penalties in this contract shall be as follows:

The Board, on complaint made, shall give notice to the Company, directing its President, or other officer to appear before the Board on a certain day not less than ten (10) days after the date of such notice, to show cause why the Company should not be penalized in accordance with the foregoing provisions. If the Company fails to make an appearance, or, after a hearing appears in the judgment of the Board to be in fault, said Board shall forthwith impose the prescribed penalty, or where the amount of the penalty is not prescribed herein, such amount as appears to the Board to be just, and without legal procedure direct the Comptroller to withdraw the amount of such penalty from the security fund deposited with him. In case of any drafts made upon the security fund the Company shall, upon ten (10) days' notice in writing, pay to the City a sum sufficient to restore said security fund to the original amount, and in default thereof this contract shall be cancelled and annulled at the option of the Board, acting in behalf of the City. No action or proceeding or right under the provisions of this contract shall affect any other legal rights, remedies or causes of action belonging to the City.

Thirty-fifth—The words "notice" or "direction," wherever used in this contract, shall be deemed to mean a written notice or direction. Every such notice or direction to be served upon the Company shall be delievered at such office in the City as shall have been designated by the Company, or if no such office shall have been designated, or if such designation shall have for any reason become inoperative, shall be mailed in the City postage prepaid, addressed to the Company at the City. Delivery or mailing of such notice or direction as and when above provided shall be equivalent to direct personal notice or direction, and shall be deemed to have been given at the time of delivery or mailing.

Thirty-sixth—The words "streets or avenues" and "streets and avenues," wherever used in this contract, shall be deemed to mean "streets, avenues, highways, parkways, driveways, concourses, boulevards, bridges, viaducts, tunnels, public places or any other property to which the City has title or over which the public has an easement," encountered in the route hereinabove described, and upon or in which authority is hereby given the Company to construct a railway.

Thirty-seventh—If at any time the powers of the Board or any other of the authorities herein mentioned or intended to be mentioned, shall be transferred by law to any other board, authority, officer or officers, then and in such case such other board, authority, officer or officers shall have all the powers, rights and duties herein reserved to or prescribed for the Board or other authorities, officer or officers.

Sec. 3. Nothing in this contract shall be construed as in any way limiting the present or future jurisdiction of the Public Service Commission under the laws of the State of New York.

Sec. 4. This grant is also upon the further and express condition that the provisions of article 5, and the other provisions of the Railroad Law pertinent hereto shall be strictly complied with by the Company.

Sec. 5. The Company promises, covenants and agrees on its part and behalf to conform to and abide by and perform all the terms and conditions and requirements in this contract fixed and contained.

In witness whereof, the party of the first part, by its Mayor, thereunto duly authorized by the Board of Estimate and Apportionment of said City, has caused the corporate name of said City to be hereunto signed and the corporate seal of said City to be hereunto affixed; and the party of the second part, by its officers, thereunto duly authorized, has caused its corporate name to be hereunto signed and its corporate seal to be hereunto affixed, the day and year first above written.

THE CITY OF NEW YORK,
By....., Mayor.
[CORPORATE SEAL.]
Attest: ....., City Clerk
UNION RAILWAY COMPANY OF NEW YORK.
By....., Receiver.
By....., President.
[SEAL.]
Attest: ....., Secretary.
(Here add acknowledgments.)

Resolved, That the results of the inquiry made by this Board as to the money value of the franchise or right proposed to be granted and the adequacy of the compensation proposed to be paid therefor, and of the terms and conditions, including the provisions as to rates, fares and charges, are as hereinbefore specified and fully set forth in and by the foregoing form of proposed contract for the grant of such franchise or right.

Resolved, That these preambles and resolutions, including the said resolution for the grant of a franchise or right applied for by the Union Railway Company of New York City, and the said form of a proposed contract for the grant of such franchise or right containing said results of such inquiry, after the same shall be entered in the minutes of this Board, shall be published for at least twenty (20) days immediately prior to Thursday, April 13, 1911, in the CITY RECORD, and at least twice during the ten (10) days immediately prior to Thursday, April 13, 1911, in two daily newspapers to be designated by the Mayor therefor, and published in the City of New York, at the expense of the Union Railway Company of New York City, together with the following notice, to wit:

Notice is hereby given that the Board of Estimate and Apportionment, before authorizing any contract for the grant of the franchise or right applied for by the Union Railway Company of New York City, and fully set forth and described in the foregoing form of proposed contract for the grant of such franchise or right, and before adopting any resolution authorizing such contract, will, at a meeting of said Board, to be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on Thursday, April 13, 1911, at 10.30 o'clock, a. m., hold a public hearing thereon, at which citizens shall be entitled to appear and be heard.

The New York "Times" and the New York "Herald" designated.

JOSEPH HAAG, Secretary.
Dated March 2, 1911. m21,a13

PUBLIC NOTICE IS HEREBY GIVEN THAT at the meeting of the Board of Estimate and Apportionment held this day the following proceedings were had:

Whereas, The Richmond Light and Railroad Company has under date of February 8, 1910, made application to this Board for the grant of the right, privilege and franchise to construct, maintain and operate a street surface railway as an extension to its existing system upon and along Stuyvesant Place Extension, Arrietta street and the new viaduct or bridge leading from Jay street to the Municipal Ferry Terminal at St. George in the Borough of Richmond; and

Whereas, Section 172 of the Railroad Law and Sections 72, 73 and 74 of the Greater New York Charter, as amended by Chapters 629 and 630 of the Laws of 1905, provide for the manner and procedure of making such grant; and

Whereas, In pursuance of such laws this Board adopted a resolution on February 18, 1910, fixing the date for public hearing thereon as March 18, 1910, at which citizens were entitled to appear and be heard, and publication was had for at least fourteen (14) days in the "New York Times" and "The World," newspapers designated by the Mayor, and in the CITY RECORD for ten (10) days immediately prior to the date of hearing, and the public hearing was duly held on such day; and

Whereas, This Board has made inquiry as to the money value of the franchise or right applied for, and proposed to be granted to the Richmond Light and Railroad Company, and the adequacy of the compensation proposed to be paid therefor; now, therefore, it is

Resolved, That the following form of the resolution for the grant of the franchise or right applied for by the Richmond Light and Railroad Company, containing the form of proposed contract for the grant of such franchise or right, be hereby introduced and entered in the minutes of this Board, as follows, to wit:

Resolved, That the Board of Estimate and Apportionment hereby grants to the Richmond Light and Railroad Company the franchise or right fully set out and described in the following form of proposed contract for the grant thereof, embodying all the terms and conditions, including the provisions as to rates, fares and charges upon and subject to the terms and conditions in said proposed form of contract contained, and that the Mayor of the City of New York be and he hereby is authorized to execute and deliver such contract in the name and on behalf of the City of New York, as follows, to wit:

Proposed Form of Contract.

This contract, made this day of 19 , by and between The City of New York (hereinafter called the City), party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), and the Richmond Light and Railroad Company (hereinafter called the Company), party of the second part, witnesseth:

In consideration of the mutual covenants and agreements herein contained, the parties hereto do hereby covenant and agree as follows:

Section 1. The City hereby grants to the Company, subject to the conditions and provisions hereinafter set forth, the right and privilege to construct, maintain and operate a street surface railway extension with the necessary wires and equipment, for the purpose of conveying persons and property in the Borough of Richmond, in The City of New York, upon the following routes, to wit:

1. Beginning and connecting with the existing tracks of the Company in Richmond turnpike, at or near its intersection with Tompkins avenue, thence by double track southeasterly in and upon Richmond turnpike to Arrietta street, thence by double track southeasterly in and upon Arrietta street to an unnamed street (laid out and opened as an extension of Stuyvesant place, from its intersection with Weiner place to Griffin street), thence by double track northeasterly in and upon said unnamed street to the intersection of Stuyvesant place with Weiner place, and there connecting with the tracks of the Company after they shall be moved to the new position in Stuyvesant place, as shown upon the map or plan accompanying and made a part of this contract. Also beginning at the intersection of said unnamed street and Arrietta street, thence southwesterly in and upon said unnamed street to its intersection with Griffin street, and there connecting with the tracks of the Company after they shall be moved to the new position in Griffin street, as shown upon said map.

2. Beginning at and connecting with the tracks of the Company in Jay street after they shall be moved to the new position in Jay street, as shown on the map or plan accompanying and made a part of this contract, at a point about two hundred feet northerly from the intersection of Jay street with South street, thence by three tracks northeasterly upon and across the bridge or viaduct leading to the municipal ferry terminal from Jay street to the platform for loading and unloading street surface railway passengers at the ferry terminal, thence by terminal loops upon such platform and as shown upon said map.

And to cross such other streets and avenues, named and unnamed, as may be encountered in said routes.

The said route, with turnouts, switches and crossovers, hereby authorized, is shown upon a map entitled:

"Map showing Proposed Alteration of Route of the Richmond Light and Railroad Company, in the Borough of Richmond, to accompany Petition dated February 8, 1910, to the Board of Estimate and Apportionment, City of New York,"

—and signed by S. F. Hazelrigg, Vice-President, and J. H. Sims, Engineer, a copy of which is attached hereto, is to be deemed a part of this contract, is to be construed with the text thereof, and is to be substantially followed, provided that deviations therefrom and additional turnouts, switches and crossovers which are consistent with the foregoing description, and the other provisions of this contract may be permitted by resolution of the Board.

Sec. 2. The grant of this privilege is subject to the following conditions, which shall be complied with by the Company:

First—The consent in writing of the owners of half in value of the property bounded on said streets and avenues to the construction and operation of said railway shall be obtained by the Company within three (3) months from the signing of this contract by the Mayor, and a copy of such consents shall be filed with the Board within such time, or in the event that such consents cannot be obtained within such time, the Company shall, within said three (3) months, or within one (1) month thereafter, make application to the Appellate Division of the Supreme Court for the appointment of Commissioners in the manner provided by the Railroad Law to determine if said railway ought to be constructed; otherwise this grant shall cease and determine.

Second—The said right to construct, maintain and operate said railway shall be held and enjoyed by the Company for the term of twenty-five (25) years from the date upon which this contract is signed by the Mayor, with the privilege of renewal of said contract for the further period of twenty-five (25) years, upon a fair revaluation of such right and privilege.

If the Company shall determine to exercise its privilege of renewal it shall make application to the Board, or any authority which shall be authorized by law to act for the City in place of the Board. Such application shall be made at any time not earlier than two (2) years and not later than one (1) year before the expiration of the original term of this contract. The determination of the revaluation shall be sufficient if agreed to in writing by the Company and the Board, but in no case shall the annual rate of compensation to the City be fixed at a less amount than the sum required to be paid during the last year prior to the termination of the original term of this contract.

If the Company and the Board shall not reach such agreement on or before the day one (1) year before the expiration of the original term of this contract, then the annual rate of compensation for such succeeding twenty-five (25) years shall be reasonable, and either the City (by the Board) or the Company shall be bound upon request of the other to enter into a written agreement with each other fixing the rate of such compensation at such amount as shall be reasonable, but in no case shall the annual rate so fixed be less than the sum required to be paid for the last year prior to the termination of the original term of this contract, and if the parties shall not forthwith agree upon what is reasonable, then the parties shall enter into a written agreement fixing such annual rate and at such amount as shall be determined by three disinterested freeholders selected in the following manner:

One disinterested freeholder shall be chosen by the Board; one disinterested freeholder shall be chosen by the Company; these two shall choose a third disinterested freeholder, and the three so chosen shall act as appraisers and shall make the revaluation aforesaid. Such appraisers shall be chosen at least six (6) months prior to the expiration of this original contract, and their report shall be filed with the Board within three (3) months after they are chosen. They shall act as appraisers and not as arbitrators. They may base their judgment upon their own experience and upon such information as they may obtain by inquiries and investigations, without the presence of either party. They shall have the right to examine any of the books of the Company and its officers under oath. The valuations so ascertained, fixed and determined shall be conclusive upon both parties, but no annual sum shall, in any event, be less than the sum required to be paid for the last year of the original term of this contract. If in any case the annual rate shall not be fixed prior to the termination of the original term of this contract, then the Company shall pay the annual rate theretofore prevailing until the new rate shall be determined, and shall then make up to the City the amount of any excess of the annual rate then determined over the previous annual rate. The compensation and expenses of the said appraisers shall be borne jointly by the City and the Company, each paying one-half thereof.

Third—The Company shall pay to the City for the privileges hereby granted the following sums of money:

(a) The sum of five hundred dollars ($500) in cash within sixty (60) days after the date on which this contract is signed by the Mayor and before anything is done in the exercise of the privilege hereby granted.

(b) During the first term of five (5) years an annual sum which shall in no case be less than two hundred dollars ($200) and which shall be equal to three (3) per cent. of its gross annual receipts if such percentage shall exceed the sum of two hundred dollars ($200).

During the second term of five (5) years an annual sum which shall in no case be less than three hundred dollars ($300) and which shall be equal to (5) per cent. of its gross annual receipts if such percentage shall exceed the sum of three hundred dollars ($300).

During the third term of five (5) years an annual sum which shall in no case be less than four hundred dollars ($400), and which shall be equal to five (5) per cent. of its gross annual receipts, if such percentage shall exceed the sum of four hundred dollars ($400).

During the fourth term of five (5) years an annual sum which shall in no case be less than five hundred dollars ($500) and which shall be equal to five (5) per cent. of its gross annual receipts if such percentage shall exceed the sum of five hundred dollars ($500).

During the remaining term of five (5) years an annual sum which shall in no case be less than six hundred dollars ($600), and which shall be equal to five (5) per cent. of its gross annual receipts if such percentage shall exceed the sum of six hundred dollars ($600).

As the Company is operating both railway and electric light and power properties, it is agreed that the gross annual receipts mentioned above shall be the portion of the gross receipts from the railway property of the Company, as distinguished from the electric light and power property, as shall bear the same proportion to the whole gross receipts from such railway property as the length of the extensions hereby authorized shall bear to the entire length of the railway of the Company in operation within the limits of the City.

The annual charges shall commence from the date upon which this contract is signed by the Mayor.

All annual charges as above shall be paid into the treasury of the City on November 1 of each year and shall be for the amount due to September 30 next preceding. Provided that the first annual payment shall be only for that proportion of the first annual charge as the time between the date upon which this contract is signed by the Mayor and September 30 following shall bear to the whole of one year.

Whenever the percentage required to be paid shall exceed the minimum amount as above, then such sum over and above such minimum shall be paid on or before November 1 in each year for the year ending September 30 next preceding.

The annual charges herein provided are intended to include the percentages of gross receipts now required to be paid by railway companies to the City pursuant to the Railroad Law as amended.

The sum of five hundred dollars ($500) which is hereinbefore required to be paid to the City by the Company within sixty (60) days after the date on which this contract is signed by the Mayor shall not be considered in any manner in the nature of a tax, but such payment shall be made in addition to any and all taxes of whatsoever kind or description, now or hereafter required to be paid by any ordinance of the City, or resolution of the Board, or any law of the State of New York.

Fourth—The annual charges or payments shall continue throughout the whole term of this contract, whether original or renewal, notwithstanding any clause in any statute or in the charter of any other railway or railroad company providing for payment for railway or railroad rights or franchises at a different rate, and no assignment, lease or sublease of the rights or privileges hereby granted (whether original or renewal, or of any part thereof, or of any of the routes mentioned herein, or of any part thereof, shall be valid or effectual for any purpose unless the said assignment, lease or sublease shall contain a covenant on the part of the assignee or lessee that the same is subject to all the conditions of this contract; and that the assignee or lessee assumes and will be bound by all of said conditions, and especially said conditions as to payments, anything in any statute or in the charter of such assignee or lessee to the contrary notwithstanding, and that the said assignee or lessee waives any more favorable conditions created by such statute or its charter, and that it will not claim by reason thereof or otherwise exemption from liability to perform each and all of the conditions of this contract.

Fifth—The Company covenants and agrees to abandon and relinquish and does hereby abandon and relinquish to the City all its rights and franchises to construct, maintain and operate a street surface railway upon the route beginning at the intersection of Richmond turnpike with Tompkins avenue; thence upon Tompkins avenue to a point about six hundred (600) feet northerly from the intersection of Tompkins avenue with Richmond turnpike; thence upon a private right of way, as shown upon the map hereinbefore described, to Central avenue; thence upon and across Central avenue to Weiner place; thence upon Weiner place to Stuyvesant place, and the Company shall, within one year from the date on which this contract is signed by the Mayor, comply with the provisions of Section 184 of the Railroad Law in regard to the abandonment of said route so abandoned and relinquished, and shall remove therefrom any and all existing tracks of the Company within such time, and restore the pavement in the manner prescribed by the President of the Borough of Richmond. If the Company shall fail to secure the approval of the Public Service Commission or shall fail for any other reason to comply with the provisions of this subdivision within the time stipulated, this contract shall be void and of no effect, and the grant made herein shall thereupon cease and determine. Provided, however, the Board may extend said period for a period or periods not exceeding in the aggregate six months.

Sixth—Nothing in this contract shall be deemed to affect in any way the right of the City to grant to any individual or other corporation a similar right or privilege upon the same or other terms and conditions, over the route beginning at the intersection of Hannah street with Griffin street; thence along Griffin street to its intersection with an unnamed street (laid out and opened as an extension to Stuyvesant place); thence along said unnamed street to Stuyvesant place; thence along Stuyvesant place to and across South street to Jay street; thence along Jay street to the new trolley bridge leading to the terminal at the Municipal Ferry, thence along said new trolley bridge to the platform at the rear of said Municipal Ferry and upon said platform.

The use of the railway constructed by the Company under this contract and upon the entire route of the Company from the intersection of Hannah street with Griffin street to the platform in the rear of the Municipal Ferry, as hereinbefore described, including the tracks, wires and other equipment or any structures used in connection therewith, shall be permitted by the Company, to any individual or corporation to which the City may have granted, or may hereafter grant, the right or privilege to use such streets and avenues for street railway purposes, upon payment of an annual sum by such individual or corporation to the Company, which shall equal the legal interest on such proportion of the actual costs of the construction of such railway and structures, and additions and bet-

terments thereto, as the number of cars operated by such individual or corporation shall bear to the number of cars operated by the companies then using the same; and also such proportion of the cost of keeping the tracks and electrical equipment in repair and the cost of additions and betterments thereto, such proportion of laying and repairing of pavement and removal of snow and ice and all other duties imposed upon the Company by the terms of this contract in connection with the maintenance or the operation of said railway so used, as the number of cars operated by such individual or corporation shall bear to the number of cars operated by the companies then using the same, together with the actual cost of the power necessary for the operation of the cars thereon of such individual or corporation. Provided, however, that if, in the opinion of the Company, the legal rate of interest upon the cost of such railway shall be an insufficient sum to be paid for the use of such tracks, it may appeal to the Board and the Board may fix a percentage upon the cost to be paid to the Company, at a sum in excess of the legal rate of interest, if, in its opinion, such action is justified.

The Company shall not at any time, oppose, but shall, upon the request of the Board consent to the construction or operation of any street surface railway which may necessitate the use of any portion of the railway which shall be constructed by the Company pursuant to this contract, and upon the entire route of the Company from the intersection of Hannah street with Griffin street to the platform in the rear of the Municipal Ferry, as hereinbefore described.

Seventh—The rights and privileges hereby granted shall not be assigned, either in whole or in part, or leased or sublet in any manner, nor shall the title thereto, or right, interest or property therein, pass to or vest in any other person or corporation whatsoever, either by the act of the Company, or by operation of law, whether under the provisions of the statutes relating to the consolidation or merger of corporations or otherwise, without the consent of the City, acting by the Board, evidenced by an instrument under seal, anything herein contained to the contrary thereof in anywise notwithstanding, and the granting, giving or waiving of any one or more of such consents shall not render unnecessary any subsequent consent or consents.

Eighth—Upon the termination of this original contract, or if the same be renewed, then at the termination of the said renewal term, or upon the termination of the rights hereby granted for any cause, or upon the dissolution of the Company before such termination, the tracks and equipments of the Company constructed pursuant to this contract within the streets and avenues shall become the property of the City without cost, and the same may be used or disposed of by the City for any purpose whatsoever, or the same may be leased to any company or individual.

If, however, at the termination of this contract as above, the Board shall so order by resolution, the Company shall, upon thirty (30) days' notice from the Board, remove any and all of its tracks and other equipment constructed pursuant to this contract and the said streets and avenues shall be restored to their original condition at the sole cost and expense of the Company.

Ninth—The Company shall commence construction of the railway herein authorized within three (3) months from the date upon which the consents of the property owners are filed with the Board or from the date of the order of the Appellate Division of the Supreme Court made pursuant to Section 174 of the Railroad Law confirming the determination of the Commissioners appointed thereunder, that such railway ought to be constructed, and shall complete the construction and place the same in full operation within three (3) months, from the date of filing such consents or the date of such order, otherwise this right shall cease and determine, and all sums paid, or which may be deposited with the Comptroller of the City, as hereinafter provided, shall thereupon be forfeited to the City; provided, that the period for commencement and the period for completion and placing the railway in full operation may be extended by the Board, but the total extension of time for either of such periods shall not exceed in the aggregate six (6) months; and provided, further, that when the commencement or completion of said construction shall be prevented by legal proceedings in any court or by works of public improvement, or from other causes not within control of the Company, the time for the commencement or completion of such construction may be extended for the period of such prevention, but no delay shall be allowed for unless the court proceedings shall be diligently prosecuted by the Company; and provided further, that in no case shall such delay be deemed to begin until the Company shall have given written notice to the Board of any such court proceedings or other occasion of delay, and deliver to the Board copies of any injunction or other orders, and the papers upon which the same shall have been granted, and unless upon the request of the Board the Company shall, in writing, consent that the Board either in its own name as a party, or in the name of the City as a party, may intervene in any such proceedings.

Tenth—Said railway shall be constructed and operated in the latest approved manner of street railway construction and operation, and it is hereby agreed that the Board may require the Company to improve or add to the railway equipment, including rolling stock and railway appurtenances, from time to time, as such additions and improvements are necessary, in the opinion of the Board. Upon failure on the part of the Company to comply with the direction of the Board within a reasonable time, the rights hereby granted shall cease and determine.

Eleventh—Said railway shall be constructed, maintained and operated subject to the supervision and control of all the authorities of the City who have jurisdiction in such matters, as provided by the Charter of the City.

No construction upon said railway shall be commenced until written permits have been obtained from the proper City officials.

In any permits so issued such officials may also impose such conditions, as a condition of the granting of the same, as are necessary for the purpose of protecting any structures, in the streets and avenues, over which such officials have jurisdiction, and the Company shall comply with such conditions.

The electrical equipment to be installed by the Company for the operation of the railway within the limits of the City, whether the same be upon streets and avenues or upon private property, shall be constructed and maintained under the supervision and control of the Commissioner of Water Supply, Gas and Electricity.

Twelfth—Said railway may be operated by overhead electric power substantially similar to the overhead electric system now in use by street surface railways in the Borough of Richmond, or by any other motive power, except locomotive steam power or horse power, which may be approved by the Board, and consented to by the abutting property owners, in accordance with the provisions of the law, and by the Public Service Commission for the First District of the State of New York.

Thirteenth—The rate of fare for any passenger upon said railway shall not exceed five (5) cents and the Company shall not charge any passenger more than five (5) cents for one continuous ride from any point on its road or on any road, line or branch operated by it or under its control to any other point thereof, or any connecting branch thereof within the limits of the City.

The Company shall carry free upon the railway hereby authorized during the term of this contract, all members of the Police and Fire Departments of the City, when such employees are in full uniform.

Fourteenth—No cars shall be operated upon the railway hereby authorized, other than passenger cars, cars for the transportation of express matter, mail matter and cars necessary for the repair or maintenance of the railway, and no freight cars shall be operated upon the tracks of said railway.

The rate for the carrying of such property over the said railway upon the cars of the Company shall in all cases be reasonable in amount, subject to the control of the Board, and may be fixed by the Board after notice to the Company and a hearing had thereon, and when so fixed such rates shall be binding upon the Company, and no greater sum shall be charged for such services than provided for by it.

Fifteenth—The Company shall attach to each car run over the said railway proper fenders and wheel guards, in conformity with such laws and ordinances as are now in force, or may hereafter, during the term of this contract, be enacted or adopted by the State or City authorities, or as may be required by resolution of the Board.

Sixteenth—All cars which are operated on said railway shall be heated during the cold weather, in conformity with such laws and ordinances as are now in force, or may hereafter, during the term of this contract, be enacted or adopted by the State or City authorities, or as may be required by resolution of the Board.

Seventeenth—All cars operated on said railway shall be well lighted by electricity, or by some lighting system equally efficient, or as may be required by resolution of the Board.

Eighteenth—Cars on the said railway shall run at intervals of not more than thirty (30) minutes both day and night, and as much oftener as reasonable convenience of the public may require, or as may be directed by the Board.

Provided, however, that the Company shall not be required to operate its cars between the hours of 1 o'clock a. m. and 5 o'clock a. m. each day, unless the Board shall determine after a hearing had thereon that public convenience requires the operation of cars during said hours.

Nineteenth—The Company shall at all times keep the streets and avenues upon which the said railway is constructed, between its tracks, the rails of its tracks and for a distance of two (2) feet beyond the rails, on either side thereof, free and clear from ice and snow; provided, however, that the Company shall, at the option of the President of the Borough of Richmond, enter into an agreement for each winter season, or part thereof, to clean an equivalent amount of street surface from house line to house line.

Twentieth—As long as said railway, or any portion thereof, remains in any street or avenue, the Company shall pave and keep in permanent repair that portion of the surface of the street or avenue in which the said railway is constructed, between its tracks, the rails of its tracks and for a distance of two (2) feet beyond the rails on either side thereof, under the supervision of the local authorities, whenever required by them to do so, and in such manner as they may prescribe. In case of the neglect of the Company to make pavement or repairs after the expiration of thirty (30) days' notice to do so from the President of the Borough of Richmond, said President may make the same at the expense of the Company. And the City shall have the right to change the material or character of the pavement of any street or avenue, and in that event the Company shall be bound to replace such pavement in the manner directed by the proper City official, at its own expense, and the provisions as to repairs herein contained shall apply to such renewed or altered pavement.

Twenty-first—Any alteration to the sewerage or drainage systems, or to any other subsurface or to any surface structures in the streets, required on account of the construction or operation of the railway, shall be made at the sole cost of the Company, and in such manner as the proper City officials may prescribe.

Twenty-second—It is agreed that the right hereby granted to operate a street surface railway shall not be in preference or in hindrance to public work of the City, and should the said railway in any way interfere with the construction of public works in the streets and avenues, whether the same is done by the City directly, or by a contractor for the City, the Company shall, at its own expense, protect or move the tracks and appurtenances in the manner directed by the City officials having jurisdiction over such public work.

Twenty-third—Should the grades or lines of the streets and avenues in which the railway is hereby authorized be changed at any time after the railway has been constructed, and during the term of this contract, the Company shall, at its own expense, change its tracks and appurtenances to conform with such new grades and lines, and during the construction of any public improvement upon said streets and avenues, the Company shall take care of and protect the tracks and appurtenances at its own expense, all to be done subject to the direction of the City official having jurisdiction over the construction of such change.

Twenty-fourth—The Company shall submit to the Board a report not later than November 1 of each year for the year ending September 30 next preceding and at any other time, upon request of the Board, which shall state:

1. The amount of stock issued, for cash, for property.
2. The amount paid in as by last report.
3. The total amount of capital stock paid in.
4. The funded debt by last report.
5. The total amount of funded debt.
6. The floating debt as by last report.
7. The total amount of floating debt.
8. The total amount of funded and floating debt.
9. The average rate per annum of interest on funded debt.
10. Statement of dividends paid during the year.
11. The total amount expended for same.
12. The names of the directors elected at the last meeting of the corporation held for such purpose.
13. Location, value and amount paid for real estate owned by the Company as by last report.
14. Location, value and amount paid for real estate now owned by the Company.
15. Number of passengers carried during the year.
16. Total receipts of Company for each class of business.
17. Amounts paid by the Company for damage to persons or property on account of construction and operation.
18. Total expenses for operation, including salaries.

—and such other information, in regard to the business of the Company as may be required by the Board.

Twenty-fifth—The Company shall at all times keep accurate books of account of the gross receipts from all sources within the limits of the City, and shall, on or before November 1 of each year, make a verified report to the Comptroller of the City of the business done by the Company for the year ending September 30 next preceding, in such form as he may prescribe. Such report shall contain a statement of such gross receipts, the total miles in operation within the limits of the City and the miles of railway constructed and operated under this contract, and such other information as the Comptroller may require. The Comptroller shall have access to all books of the Company, for the purpose of ascertaining the correctness of its report, and may examine its officers under oath.

Twenty-sixth—In case of any violation or breach or failure to comply with any of the provisions herein contained, or with any orders of the Board acting under the powers herein reserved, the franchise or consent herein granted may be forfeited by a suit brought by the Corporation Counsel, on notice of ten (10) days to the Company, or at the option of the Board by resolution of said Board, which said resolution may contain a provision to the effect that the railway constructed and in use by virtue of this contract shall thereupon become the property of the City without proceedings at law or in equity. Provided, however, that such action by the Board shall not be taken until the Board shall give notice to the Company to appear before it on a certain day not less than ten (10) days after the date of such notice, to show cause why such resolution declaring the contract forfeited should not be adopted. In case the Company fails to appear, action may be taken by the Board forthwith.

Twenty-seventh—If the Company shall fail to give efficient public service at the rates herein fixed, or fail to maintain its structures and equipment as herein provded in good condition throughout the whole term of this contract, the Board may give notice to the Company specifying any default on the part of the Company, and requiring the Company to remedy the same within a reasonable time; and upon failure of the Company to remedy such default within a reasonable time, the Company shall, for each day thereafter during which the default or defect remains, pay to the City the sum of two hundred and fifty dollars ($250), as fixed or liquidated damages, or the Board, in case such structures or equipment which may affect the surface of the streets shall not be put in good condition within a reasonable time after notice by the Board as aforesaid shall have the right to make all needed repairs at the expense of the Company, in which case the Company shall pay to the City the amount of the cost of such repairs, with legal interest thereon, all of which sums may be deducted from the fund hereinafter provided for.

Twenty-eighth—The Company shall assume all liability to persons or property by reason of the construction or operation of the railway authorized by this contract, and it is a condition of this contract that the City shall assume no liability whatsoever to either persons or property on account of the same, and the Company hereby agrees to repay to the City any damage which the City shall be compelled to pay by reason of any acts or default of the Company.

Twenty-ninth—This grant is upon the express condition that the Company, within thirty (30) days after the signing of this contract by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of the City the sum of one thousand dollars ($1,000), either in money or securities, to be approved by him, which fund shall be security for the performance by the Company of all of the terms and conditions of this contract and compliance with all orders of the Board acting under the powers herein reserved, especially those which relate to the payment of the annual charges for the privilege hereby granted, the rendering of efficient public service at the rates herein fixed, the repairs of the street pavement, the removal of snow and ice, the quality of construction of the railway and the maintenance of the property in good condition throughout the whole term of this contract, and in case of default in the performance by the Company of such terms and conditions or compliance with such orders, or either or any of them, the City shall have the right to cause the work to be done and the materials to be furnished for the performance thereof after due notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings; or after default in the payment of the annual charges, shall collect the same, with interest, from the said fund after ten (10) days' notice to the Company; or in case of failure to observe the said terms and conditions of this contract and orders of the Board acting hereunder, relating to the headway, heating and lighting of cars, fenders and wheel-guards, the Company shall pay a penalty of fifty dollars ($50) per day for each day of violation, and the further sum of ten dollars ($10) per day for each car that shall not be properly heated, lighted or supplied with fenders or wheel-guards, in case of a violation of the provisions relating to those matters, all of which sums may be deducted from said fund.

The procedure for the imposition and collection of the penalties in this contract shall be as follows:

The Board, on complaint made, shall give notice to the Company, directing its President, or other officer, to appear before the Board on a certain day not less than ten (10) days after the date of such notice, to show cause why the Company should not be penalized in accordance with the foregoing provisions. If the Company fails to make an appearance, or, after a hearing, appears in the judgment of the Board to be in fault, said Board shall forthwith impose the prescribed penalty, or where the amount of the penalty is not prescribed herein, such amount as appears to the Board to be just, and without legal procedure direct the Comptroller to withdraw the amount of such penalty from the security fund deposited with him. In case of any drafts made upon the security fund the Company shall, upon ten (10) days' notice, pay to the City a sum sufficient to restore said security fund to the original amount of one thousand dollars ($1,000); and in default thereof this contract shall be canceled and annulled at the option of the Board, acting in behalf of the City. No action or proceeding or right under the provisions of this contract shall affect any other legal rights, remedies or causes of action belonging to the City.

Thirtieth—The grant of this privilege is subject to whatever right, title or interest the owners of abutting property or others may have in and to the streets and avenues in which the Company is hereby authorized to operate.

Thirty-first—The words "notice" or "direction," wherever used in this contract, shall be deemed to mean a written notice or direction. Every such notice or direction to be served upon the Company shall be delivered at such office in the City as shall have been designated by the Company, or if no such office shall have been designated, or if such designation shall have for any reason become inoperative, shall be mailed in the City, postage prepaid, addressed to the Company at the City. Delivery or mailing of such notice or direction as and when above provided shall be equivalent to direct personal notice or direction, and shall be deemed to have been given at the time of delivery or mailing.

Thirty-second—The words "streets or avenues" and "streets and avenues," wherever used in this contract, shall be deemed to mean "streets, avenues, highways, driveways, concourses, boulevards, bridges, viaducts, public places or any other property to which the City has title or over which the public has an easement," encountered in the route hereinabove described, and upon or in which authority is hereby given the Company to construct a railway.

Thirty-third—If at any time the powers of the Board or any other of the authorities herein mentioned or intended to be mentioned, shall be transferred by law to any other Board, authority, officer or officers, then and in such case such other Board, authority, officer or officers, shall have all the powers, rights and duties herein reserved to or prescribed for the Board or other authorities, officer or officers.

Sec. 3. This grant is also upon the further and express condition that the provisions of Article 5, and the other provisions of the Railroad Law pertinent hereto shall be strictly complied with by the Company.

Sec. 4. Nothing in this contract shall be construed as in any way limiting the present or future jurisdiction of the Public Service Commission under the laws of the State of New York.

Sec. 5. The Company promises, covenants and agrees on its part and behalf to conform to and abide by and perform all the terms and conditions and requirements in this contract fixed and contained.

In witness whereof, the party of the first part, by its Mayor, thereunto duly authorized by the Board of Estimate and Apportionment of said City, has caused the corporate name of said City to be hereunto signed and the corporate seal of said City to be hereunto affixed; and the party of the second part, by its officers thereunto duly authorized, has caused its corporate name to be hereunto signed and its corporate seal to be hereunto affixed, the day and year first above written.

THE CITY OF NEW YORK,
By ....., Mayor.
[CORPORATE SEAL.]
Attest: ....., City Clerk.
RICHMOND LIGHT AND RAILROAD COMPANY,
By....., President.
[SEAL.]
Attest: ....., Secretary.
(Here add acknowledgments.)

Resolved, That the results of the inquiry made by this Board as to the money value of the franchise or right proposed to be granted and the adequacy of the compensation proposed to be paid therefor, and of the terms and conditions, including the provisions as to rates, fares and charges, are as hereinbefore specified and fully set forth in and by the foregoing form of proposed contract for the grant of such franchise or right.

Resolved, That these preambles and resolutions, including the said resolution for the grant of a franchise or right applied for by the Richmond Light and Railroad Company, and the said form of a proposed contract for the grant of such franchise or right containing said results of such inquiry, after the same shall be entered in the minutes of this Board, shall be published for at least twenty (20) days immediately prior to Thursday, April 13, 1911, in the CITY RECORD, and at least twice during the ten (10) days immediately prior to Thursday, April 13, 1911, in two daily newspapers to be designated by the Mayor therefor, and published in the City of New York, at the expense of the Richmond Light and Railroad Company, together with the following notice, to wit:

Notice is hereby given that the Board of Estimate and Apportionment, before authorizing any contract for the grant of the franchise or right applied for by the Richmond Light and Railroad Company, and fully set forth and described in the foregoing form of proposed contract for the grant of such franchise or right, and before adopting any resolution authorizing such contract, will, at a meeting of said Board, to be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on Thursday, April 13, 1911, at 10.30 o'clock a. m., hold a public hearing thereon, at which citizens shall be entitled to appear and be heard.

("The New York Press" and "The Sun" designated.)

JOSEPH HAAG, Secretary.
Dated March 2, 1911. m21,a13

BOARD MEETINGS.

Board of Aldermen.

The Board of Aldermen meets in the Aldermanic Chamber, City Hall, every Tuesday, at 1.30 o'clock p. m.

P. J. SCULLY, City Clerk and Clerk to the Board of Aldermen.

Board of Estimate and Apportionment.

The Board of Estimate and Apportionment meets in the Old Council Chamber (Room 16), City Hall, every Thursday, at 10.30 o'clock a. m.

JOSEPH HAAG, Secretary.

Commissioners of Sinking Fund.

The Commissioners of the Sinking Fund meet in the Meeting Room (Room 16), City Hall, on Wednesdays, at 11 a. m., at call of the Mayor.

HENRY J. WALSH, Deputy Chamberlain, Secretary.

Board of Revision of Assessments.

The Board of Revision of Assessments meets in the Meeting Room (Room 16), City Hall, every Friday, at 11 a. m., upon notice of the Chief Clerk.

JOHN KORB, JR., Chief Clerk.

Board of City Record.

The Board of City Record meets in the City Hall, at call of the Mayor.

DAVID FERGUSON, Supervisor, Secretary.

CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.

PURSUANT TO THE PROVISIONS OF chapter 537 of the Laws of 1893 and the acts amendatory thereof and supplemental thereto, notice is hereby given that meetings of the Commissioners appointed under said acts will be held at the office of the Commission, Room 219, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City, on Mondays, Tuesdays and Thursdays of each week, at 2 o'clock p. m., until further notice.

Dated New York City, September 20, 1910.

WILLIAM D. DICKEY, MICHAEL J. FLAHERTY, DAVID ROBINSON, Commissioners.

LAMONT MCLOUGHLIN, Clerk.

BOROUGH OF MANHATTAN.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN, CITY HALL, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Manhattan, at the City Hall, Room 14, until 2 o'clock p. m. on

FRIDAY, APRIL 14, 1911,

No. 1. FOR REGULATING AND REPAVING WITH ORDINARY GRANITE BLOCK PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF ANN ST., FROM THE WEST SIDE OF GOLD ST. TO THE EAST SIDE OF WILLIAM ST.

Engineer's estimate of amount of work to be done:

410 square yards of ordinary granite block pavement, with paving cement joints.

400 square yards of old stone block to be purchased and removed by contractor.

100 cubic yards of Portland cement concrete.

40 square feet of new granite bridgestone, furnished and laid.

10 square feet of old bridgestone, redressed, rejointed and relaid.

460 linear feet of new bluestone curbstone, furnished and set.

10 linear feet of old bluestone curbstone, redressed, rejointed and reset.

The time allowed for doing and completing the above work will be twenty (20) working days.

The amount of security required is $200.

No. 2. FOR REGULATING AND REPAVING WITH WOOD BLOCK PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF EAST BROADWAY FROM THE EAST SIDE OF SCAMMEL ST. TO THE WEST SIDE OF GOUVERNEUR ST.

Engineer's estimate of amount of work to be done:

660 square yards of wood block pavement, including sand cushion, except the railroad area.

490 square yards of wood block pavement in the railroad area, including sand cushion (no guarantee).

210 cubic yards of Portland cement concrete.

270 linear feet of new bluestone curbstone, furnished and set.

150 linear feet of old bluestone curbstone, redressed, rejointed and reset.

2 noiseless heads and covers, complete, for sewer manholes, furnished and set.

The time allowed for doing and completing the above work will be twenty (20) working days.

The amount of security required will be $1,000.

No. 3. FOR REGULATING AND REPAVING WITH WOOD BLOCK PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF LAFAYETTE ST. FROM A POINT ABOUT 150 FEET NORTH OF THE NORTH CURB LINE OF SPRING ST. AND EXTENDING NORTH 275 FEET.

Engineer's estimate of amount of work to be done:

1,500 square yards of wood block pavement, including sand cushion.

280 cubic yards of Portland cement concrete.

480 linear feet of new bluestone curbstone, furnished and set.

50 linear feet of old bluestone curbstone, redressed, rejointed and reset.

1,470 square yards of old stone blocks to be purchased and removed by contractor.

The time allowed for doing and completing the above work will be twenty (20) working days.

The amount of security required will be $1,500.

No. 4. FOR REGULATING AND REPAVING WITH WOOL BLOCK PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF 2D AVE., INTERSECTION OF 26TH ST.

Engineer's estimate of amount of work to be done:

320 square yards of wood block pavement, including sand cushion, except the railroad area.

20 square yards of wood block pavement, in the railroad area, including sand cushion (no guarantee).

60 cubic yards of Portland cement concrete.

70 linear feet of new bluestone curbstone, furnished and set.

10 linear feet of old bluestone curbstone, redressed, rejointed and reset.

1 noiseless head and cover, complete, for sewer manhole, furnished and set.

60 linear feet of new header stone.

The time allowed for doing and completing the above work will be ten (10) working days.

The amount of security required will be $300.

No. 5. FOR REGULATING AND REPAVING WITH SHEET ASPHALT WITH CLOSE BINDER ON A CONCRETE FOUNDATION THE ROADWAY OF JAMES ST. FROM THE NORTH SIDE OF CHERRY ST. TO THE SOUTH SIDE OF PARK ROW.

Engineer's estimate of amount of work to be done:

2,350 square yards of asphalt pavement, including binder course.

480 cubic yards of Portland cement concrete.

1,180 linear feet of new bluestone curbstone, furnished and set.

600 linear feet of old bluestone curbstone, redressed, rejointed and reset.

11 noiseless heads and covers, complete, for sewer manholes, furnished and set.

The time allowed for doing and completing the above work will be thirty (30) working days.

The amount of security required will be $2,000.

No. 6. FOR REGULATING AND REPAVING WITH SHEET ASPHALT WITH COMMON BINDER ON A CONCRETE FOUNDATION THE ROADWAY OF DOVERS ST. FROM THE WEST SIDE OF BOWERY TO THE SOUTH SIDE OF PELL ST.

Engineer's estimate of amount of work to be done:

520 square yards of asphalt pavement, including binder course.

120 cubic yards of Portland cement concrete.

600 linear feet of new bluestone curbstone, furnished and set.

40 linear feet of old bluestone curbstone, redressed, rejointed and reset.

The time allowed for doing and completing the above work will be fifteen (15) working days.

The amount of security required will be $500.

No. 7. FOR REGULATING AND REPAVING WITH SHEET ASPHALT WITH CLOSE BINDER ON A CONCRETE FOUNDATION THE ROADWAY OF NORFOLK ST. FROM THE NORTH SIDE OF DESTER ST. TO THE SOUTH SIDE OF HOUSTON ST.

Engineer's estimate of amount of work to be done:

6,150 square yards of asphalt pavement, including binder course, except the railway area.

20 square yards of asphalt pavement, including binder course, in the railway area (no guarantee).

1,260 cubic yards of Portland cement concrete.

4,260 linear feet of new bluestone curbstone, furnished and set.

100 linear feet of old bluestone curbstone, redressed, rejointed and reset.

25 noiseless heads and covers, complete, for sewer manholes, furnished and set.

The time allowed for doing and completing the above work will be thirty (30) working days.

The amount of security required will be $5,000.

No. 8. FOR REGULATING AND REPAVING WITH SHEET ASPHALT WITH CLOSE BINDER ON A CONCRETE FOUNDATION THE ROADWAY OF SHERIFF ST. FROM THE NORTH SIDE OF BROOME ST. TO THE SOUTH SIDE OF HOUSTON ST.

Engineer's estimate of amount of work to be done:

4,610 square yards of asphalt pavement, including binder course, except the railway area.

100 square yards of asphalt pavement, including binder course, in the railway area (no guarantee).

1,080 cubic yards of Portland cement concrete.

2,430 linear feet of new bluestone curbstone, furnished and set.

450 linear feet of old bluestone curbstone, redressed, rejointed and reset.

19 noiseless heads and covers, complete, for sewer manholes furnished and set.

The time allowed for doing and completing the above work will be thirty (30) working days.

The amount of security required will be $4,000.

No. 9. FOR REGULATING AND PAVING WITH SHEET ASPHALT WITH COMMON BINDER ON A CONCRETE FOUNDATION THE ROADWAY OF 170TH ST. FROM FORT WASHINGTON AVE. TO HAVEN AVE.

Engineer's estimate of amount of work to be done:

975 square yards of asphalt pavement, including binder course.

195 cubic yards of Portland cement concrete.

50 linear feet of new bluestone curbstone, furnished and set.

550 linear feet of old bluestone curbstone, redressed, rejointed and reset.

2 noiseless heads and covers, complete, for sewer manholes, furnished and set.

The time allowed for doing and completing the above work will be fifteen (15) working days.

The amount of security required will be $700.

No. 10. FOR MAINTAINING THE ASPHALT PAVEMENT ON BROADWAY FROM 14TH ST. TO NORTH SIDE 23D ST., INCLUDING THE SPACE BETWEEN UNIVERSITY PLACE, 14TH ST., AND EAST SIDE OF BROADWAY, AND FROM NORTH SIDE 25TH ST. TO NORTH SIDE 42D ST., WHERE THE ORIGINAL CONTRACTS HAVE BEEN ABANDONED, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

Engineer's estimate of amount of work to be done:

10,000 square yards of asphalt pavement, including binder course.

25 cubic yards of concrete.

The time allowed for doing and completing the above work will be until December 31, 1911.

The amount of security required will be $2,500.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per foot, yard or other unit of measure, or article, by which the bids will be tested. The extensions must be made and footed up.

Blank forms and specifications may be had at the office of the Commissioner of Public Works, 13 to 21 Park row, Bureau of Highways, Room 1611, Borough of Manhattan.

GEORGE McANENY, President.

The City of New York, April 4, 1911.

a4,14

☞See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN, CITY HALL, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Manhattan, at the City Hall, Room 14, until 2 o'clock p. m. on

THURSDAY, APRIL 13, 1911,

FOR REPAIRS TO SEWER IN 8TH ST. BETWEEN UNIVERSITY PLACE AND GREENE ST.

The Engineer's estimate of the amount of work to be done is:

90 linear feet of repairs to 4-foot diameter brick sewer.

5,000 feet Board Measure of sheet piling.

The time allowed for doing and completing the above work will be forty (40) working days.

The amount of security required will be Eight Hundred Dollars ($800).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per foot, yard or other unit of measure, or article, by which the bids will be tested. The extensions must be made and footed up.

Blank forms may be had and the plans and drawings may be seen at the office of the Commissioner of Public Works, 13 to 21 Park row, Bureau of Sewers, Borough of Manhattan.

GEORGE McANENY, President.

The City of New York, April 3, 1911. a3,13

☞See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN, CITY HALL, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Manhattan, at the City Hall, Room 14, in The City of New York, until 2 o'clock p. m. on

THURSDAY, APRIL 13, 1911,

No. 1. MISCELLANEOUS SUPPLIES, CONSISTING OF BUILDING MATERIAL, IRON MANHOLE HEADS AND COVERS, SEWER PIPE, HARDWARE, TOOLS, ETC.

No. 2. MISCELLANEOUS ELECTRICAL SUPPLIES.

The contract for the delivery of the said supplies will be fully and entirely performed before the 31st day of December, 1911.

The amount of security will be thirty per centum (30%) of the amount of the "total prices," as bid in the schedule by the bidder on the several items for which a contract is made with such bidder.

In case the aggregate cost of all items awarded to any one contractor is less than one thousand dollars ($1,000), at the option of the Borough President, no bond of contract will be required of such contractor.

In case the aggregate cost of all items bid upon by any one contractor is less than five hundred dollars ($500), no deposit need be provided by such contractor when bidding.

Bids will be received on any or all items, but in bidding on any particular item the bidder must state one price only for each item, per pound, hundredweight, dozen, gross or other unit of measurement, as shown in the schedule, and by which the bids will be tested. Prices are to include containers, without discounts or conditions. Bidders must also state in column 7, provided in the schedule and entitled "Allowance for each empty container returned," on the same line as the respective item, the allowance, if any, that will be made for each empty container returned. This allowance, however, will not be considered in awarding the bid. No charge will be allowed for freight expense or cartage.

All awards will be made to the lowest bidder on each item.

Blank forms and specifications may be obtained at the office of the Auditor, Offices of the Commissioner of Public Works, Room 1807, Nos. 13 to 21 Park row, Borough of Manhattan.

GEORGE McANENY, President.

City of New York, April 3, 1911. a3,13

☞See General Instructions to Bidders on the last page, last column, of the "City Record."

BOROUGH OF BROOKLYN.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM 2, BOROUGH HALL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn, at the above office until 11 o'clock a. m., on

WEDNESDAY, APRIL 12, 1911,

No. 1. FOR FURNISHING AND DELIVERING SOAP AND SOAP POWDER FOR USE IN THE VARIOUS PUBLIC BUILDINGS DURING THE YEAR 1911.

The time allowed for the delivery of the articles and the full performance of the contract is one hundred (100) days.

The amount of security required will be $3,000.

No. 2. FOR FURNISHING AND DELIVERING MISCELLANEOUS JANITORS' SUPPLIES TO THE VARIOUS PUBLIC BUILDINGS.

The time allowed for the delivery of the articles and the full performance of the contract is sixty (60) days.

The amount of security required will be $1,000.

No. 3. FOR FURNISHING AND DELIVERING TOILET PAPER AND HOLDERS, TO THE BUREAU OF PUBLIC BUILDINGS AND OFFICES.

The time allowed for the delivery of the articles and the full performance of the contract is sixty (60) working days.

The amount of security required will be $300.

The bidder will state the price of each item or article contained in the specifications per pound, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up and the bids will be compared and the contract awarded at a lump or aggregate sum.

Deliveries will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and other information may be obtained at the office of the Bureau of Public Buildings and Offices, Room 29, Municipal Building, Borough of Brooklyn.

ALFRED E. STEERS, President.

Dated March 30, 1911. m31,a12

☞See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM 2, BOROUGH HALL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m. on

WEDNESDAY, APRIL 12, 1911,
Borough of Brooklyn.

No. 1. FOR LAYING SIDEWALKS ON BOTH SIDES OF ALBANY AVE., FROM EASTERN PARKWAY TO MONTGOMERY ST., AND FROM LEFFERTS ST. TO EAST NEW YORK AVE., WHERE NOT ALREADY DONE, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantities is as follows:

14,550 square feet cement sidewalk, one year's maintenance.

The time allowed for the completion of the work and the full performance of the contract is thirty (30) working days. The amount of security required is Seven Hundred Dollars ($700).

No. 2. FOR REGULATING AND PAVING WITH ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF CATON AVE., FROM CONEY ISLAND AVE. TO MARLBOROUGH ROAD, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantities is as follows:

7,054 square yards asphalt pavement, five years' maintenance.

986 cubic yards concrete, for pavement foundation.

The time allowed for the completion of the work and the full performance of the contract is thirty (30) working days. The amount of security required is Thirty-eight Hundred Dollars ($3,800).

No. 3. FOR REGULATING AND PAVING WITH ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF CHRISTOPHER AVE., FROM RIVERDALE AVE. TO NEW LOTS ROAD, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantities is as follows:

5,413 square yards asphalt pavement, five years' maintenance.

761 cubic yards concrete, for pavement foundation.

The time allowed for the completion of the work and the full performance of the contract is twenty-five (25) working days. The amount of security required is Twenty-nine Hundred Dollars ($2,900).

No. 4. FOR REGULATING AND PAVING WITH ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF ELDERT ST., FROM KNICKERBOCKER AVE. TO THE QUEENS COUNTY LINE, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantities is as follows:

2,134 square yards asphalt pavement, five years' maintenance.

298 cubic yards concrete, for pavement foundation.

The time allowed for the completion of the work and the full performance of the contract is twenty (20) working days. The amount of security required is Twelve Hundred Dollars ($1,200).

No. 5. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON MIDWOOD ST., FROM KINGSTON AVE. TO NEW YORK AVE., TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantities is as follows:

2,150 cubic yards earth excavation.

830 cubic yards earth filling, not to be bid for.

2,690 linear feet cement curb, one year's maintenance.

13,180 square feet cement sidewalk, one year's maintenance.

The time allowed for the completion of the work and the full performance of the contract is thirty (30) working days. The amount of security required is Fourteen Hundred Dollars ($1,400).

No. 6. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON NEW YORK AVE., FROM CLARENDON ROAD TO SNYDER AVE., TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantities is as follows:

1,850 cubic yards earth excavation.

20 cubic yards earth filling, to be furnished.

3,700 linear feet cement curb, one year's maintenance.

17,970 square feet cement sidewalk, 1 year's maintenance.

The time allowed for the completion of the work and the full performance of the contract is forty (40) working days. The amount of security required is Fourteen Hundred Dollars ($1,400).

No. 7. FOR REGULATING AND PAVING WITH ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF STERLING ST., FROM BEDFORD AVE. TO ROGERS AVE., TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantities is as follows:

3,291 square yards asphalt pavement, five years maintenance.

458 cubic yards concrete, for pavement foundation.

The time allowed for the completion of the work and the full performance of the contract is twenty (20) working days. The amount of security required is Seventeen Hundred Dollars ($1,700).

No. 8. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON WEST ST., FROM 37TH ST. TO 18TH AVE., TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantities is as follows:

2,130 cubic yards earth excavation.

350 cubic yards earth filling, not to be bid for.

4,010 linear feet cement curb, one year's maintenance.

14,220 square feet cement sidewalk, one year's maintenance.

The time allowed for the completion of the work and the full performance of the contract is thirty-five (35) working days. The amount of security required is Sixteen Hundred Dollars ($1,600).

No. 9. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON W. 5TH ST., FROM SURF AVE. TO A POINT 540 FEET SOUTHERLY, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantities is as follows:

1,140 linear feet new curbstone, set in concrete.

1,250 cubic yards earth excavation.

30 cubic yards earth filling, not to be bid for.

5,700 square feet cement sidewalk, one year's maintenance.

The time allowed for the completion of the work and the full performance of the contract is thirty (30) working days. The amount of security required is Eight Hundred Dollars ($800).

No. 10. FOR REGULATING AND PAVING WITH ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF W. 5TH ST., FROM SURF AVE. TO A POINT 540 FEET SOUTHERLY, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantities is as follows:

1,902 square yards asphalt pavement, five years' maintenance.

265 cubic yards concrete, for pavement foundation.

The time allowed for the completion of the work and the full performance of the contract is twenty (20) working days. The amount of security required is One Thousand Dollars ($1,000).

No. 11. FOR REGULATING AND PAVING WITH ASPHALT BLOCK ON A CONCRETE FOUNDATION THE ROADWAY OF 8TH AVE., FROM 39TH ST. TO 43D ST., TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantities is as follows:

4,403 square yards asphalt block pavement, five years' maintenance.

553 cubic yards concrete, for pavement foundation.

The time allowed for the completion of the work and the full performance of the contract is twenty-five (25) working days. The amount of security required is Twenty-nine Hundred Dollars ($2,900).

No. 12. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON 8TH AVE., FROM 62D ST. TO BAY RIDGE AVE., TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantities is as follows:

27,900 cubic yards earth excavation.

6,990 cubic yards earth filling, not to be bid for.

3,410 linear feet cement curb, one year's maintenance.

15,720 square feet cement sidewalk, one year's maintenance.

The time allowed for the completion of the work and the full performance of the contract is one hundred and twenty-five (125) days. The amount of security required is Forty-five Hundred Dollars ($4,500).

No. 13. FOR REGULATING AND PAVING WITH ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF 51ST ST., FROM 7TH AVE. TO 8TH AVE., TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantities is as follows:

2,232 square yards asphalt pavement, five years' maintenance.

314 cubic yards concrete, for pavement foundation.

The time allowed for the completion of the work and the full performance of the contract is twenty (20) working days. The amount of security required is Twelve Hundred Dollars ($1,200).

No. 14. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON 52D ST., FROM 13TH AVE. TO 16TH AVE., TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantities is as follows:

910 cubic yards earth excavation.

250 cubic yards earth filling, not to be bid for.

4,360 linear feet cement curb, one year's maintenance.

2,140 square feet cement sidewalk, one year's maintenance.

The time allowed for the completion of the work and the full performance of the contract is thirty (30) working days. The amount of security required is One Thousand Dollars ($1,000).

No. 15. FOR REGULATING AND PAVING WITH ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF 52D ST., FROM 13TH AVE. TO 16TH AVE., TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantities is as follows:

7,354 square yards asphalt pavement, five years' maintenance.

1,029 cubic yards concrete, for pavement foundation.

The time allowed for the completion of the work and the full performance of the contract is thirty (30) working days. The amount of security required is Thirty-nine Hundred Dollars ($3,900).

No. 16. FOR LAYING SIDEWALKS ON BOTH SIDES OF 60TH ST., FROM 9TH AVE. TO NEW UTRECHT AVE., TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantities is as follows:

25,865 square feet cement sidewalk, one year's maintenance.

The time allowed for the completion of the work and the full performance of the contract is forty (40) working days. The amount of security required is Thirteen Hundred Dollars ($1,300).

No. 17. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON 68TH ST., FROM 4TH AVE. TO FORT HAMILTON AVE., TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantities is as follows:

25,340 cubic yards earth excavation.

10,200 cubic yards earth filling, not to be bid for.

7,310 linear feet cement curb, one year's maintenance.

36,050 square feet cement sidewalk, one year's maintenance.

The time allowed for the completion of the work and the full performance of the contract is one hundred and fifty (150) working days. The amount of security required is Six Thousand Dollars ($6,000).

No. 18. FOR REGULATING, GRADING TO A WIDTH OF 43 FEET ON EACH SIDE OF THE CENTRE LINE AND CURBING 75TH ST., FROM 10TH AVE. TO 11TH AVE., TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantities is as follows:

1,430 linear feet new curbstone, set in concrete.

1,030 cubic yards earth excavation.

1,000 cubic yards earth filling, to be furnished.

The time allowed for the completion of the work and the full performance of the contract is thirty (30) working days. The amount of security required is Eight Hundred Dollars ($800).

No. 19. FOR REGULATING AND PAVING WITH ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF 87TH ST., FROM 3D AVE. TO 4TH AVE., TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantities is as follows:

2,415 square yards asphalt pavement, five years' maintenance.

337 cubic yards concrete, for pavement foundation.

The time allowed for the completion of the work and the full performance of the contract is twenty (20) working days. The amount of security required is Thirteen Hundred Dollars ($1,300).

No. 20. FOR REGULATING AND PAVING WITH ASPHALT BLOCK ON A CONCRETE FOUNDATION THE ROADWAY OF 95TH ST., FROM 5TH AVE. TO FORT HAMILTON AVE., TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantities is as follows:

1,823 square yards asphalt block pavement, five years' maintenance.

231 cubic yards concrete, for pavement foundation.

The time allowed for the completion of the work and the full performance of the contract is twenty (20) working days. The amount of security required is Thirteen Hundred Dollars ($1,300).

No. 21. FOR CONSTRUCTING CEMENT SIDEWALKS ON BOTH SIDES OF 73D ST., BETWEEN 5TH AVE. AND 6TH AVE., AND ON VARIOUS OTHER STREETS IN THE BOROUGH OF BROOKLYN.

The Engineer's estimate of the quantities is as follows:

5,870 square feet cement sidewalk.

The time allowed for the completion of the work and the full performance of the contract is twenty (20) working days. The amount of security required is Three Hundred Dollars ($300).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per cubic yard, square yard, linear foot or other unit of measure by which the bids will be tested. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Blank forms and further information may be obtained at the office of the Bureau of Highways, Room 14, Municipal Building, the Borough of Brooklyn.

ALFRED E. STEERS, President.
Dated March 27, 1911. m31,a12

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

POLICE DEPARTMENT.

POLICE DEPARTMENT—CITY OF NEW YORK.

OWNERS WANTED BY THE PROPERTY

Clerk of the Police Department of The City of New York, No. 300 Mulberry street, Room No. 9, for the following property, now in custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.

JAMES C. CROPSEY, Police Commissioner.

POLICE DEPARTMENT — CITY OF NEW YORK. BOROUGH OF BROOKLYN.

OWNERS WANTED BY THE PROPERTY

Clerk of the Police Department of The City of New York—Office, No. 209 State street, Borough of Brooklyn—for the following property, now in custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.

JAMES C. CROPSEY, Police Commissioner.

BOROUGH OF QUEENS.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS, THIRD FLOOR OF THE BOROUGH HALL, 5TH ST. AND JACKSON AVE., LONG ISLAND CITY, BOROUGH OF QUEENS, NEW YORK CITY.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Queens at the above office until 11 o'clock a. m. on

MONDAY, APRIL 10, 1911,

No. 1. FOR FURNISHING AND DELIVERING FIVE HUNDRED (500) BEST MAINE GRANITE MONUMENTS, TO BE DELIVERED WITHIN THE BOROUGH OF QUEENS AS DIRECTED BY THE ENGINEER IN CHARGE OF THE TOPOGRAPHICAL BUREAU.

The time for the delivery of the articles, materials and supplies and the performance of the contract is on or before June 1, 1911.

The amount of security required will be Six Hundred Dollars ($600).

No. 2. FOR FURNISHING AND DELIVERING TWO HUNDRED (200) CAST IRON MONUMENT COVERS, TO BE DELIVERED IN A COMPLETE, FINISHED AND WORKING CONDITION AT THE OFFICE OF THE TOPOGRAPHICAL BUREAU, STUARD-HIRSCHMAN BUILDING, COURT SQUARE, LONG ISLAND CITY.

The time for the delivery of the articles, materials and supplies and the performance of the contract is on or before June 1, 1911.

The amount of security required will be Two Hundred Dollars ($200).

Dated Long Island City, N. Y., March 28, 1911.

LAWRENCE GRESSER, President.
m29,a10

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

DEPARTMENT OF PUBLIC CHARITIES.

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST 26TH ST., NEW YORK.

TO CONTRACTORS.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2.30 o'clock p. m. on

THURSDAY, APRIL 13, 1911,

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF SEWERS AND SEWAGE DISPOSAL PLANT FOR THE SEA VIEW HOSPITAL AT THE NEW YORK CITY FARM COLONY, BOROUGH OF RICHMOND, THE CITY OF NEW YORK.

The time allowed for the completion of the work and full performance of the contract is ninety (90) consecutive working days.

The security required will be Seven Thousand Dollars ($7,000).

The bidder will state one aggregate price for the whole work described and specified, as the contract is entire and for a complete job.

Blank forms and further information may be obtained at the office of A. J. Provost, Consulting Engineer, 39 West 38th st., The City of New York, where plans and specifications may be seen.

MICHAEL J. DRUMMOND, Commissioner.
Dated April 3, 1911. a3,13

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF E. 26TH ST., NEW YORK.

TO CONTRACTORS.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2.30 o'clock p. m., on

WEDNESDAY, APRIL 12, 1911,

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR THE LAYING OF NEW FLOORING THROUGHOUT THE TWO BUILDINGS KNOWN AS WARDS 21-24 AND WARDS 25-28, NEW YORK CITY CHILDREN'S HOSPITAL AND SCHOOLS, RANDALLS ISLAND, THE CITY OF NEW YORK.

The time allowed for doing and completing the work will be seventy-five (75) consecutive working days.

The security required will be Fourteen Hundred Dollars ($1,400).

The bidder will state one aggregate price for the whole work described and specified, as the contract is entire for a complete job.

Blank forms and further information may be obtained at the office of the Architect of the Department, foot of E. 26th st., The City of New York, where plans and specifications may be seen.

MICHAEL J. DRUMMOND, Commissioner.
Dated March 31, 1911. m31,a12

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST 26TH ST., NEW YORK.

TO CONTRACTORS.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2.30 o'clock p. m. on

TUESDAY, APRIL 11, 1911.

FOR FURNISHING AND DELIVERING DRY GOODS, NOTIONS, RUBBER GOODS, PLATED WARE, CROCKERY, GLASSWARE, LAMPS, KITCHENWARE, BUILDING MATERIAL, PAINT, GLASS, OIL, HARNESS, VEHICLES AND OTHER MISCELLANEOUS SUPPLIES.

The time for the performance of the contract is during the year 1911.

The amount of security required is fifty (50) per cent. of the amount of the bid or estimate.

Deliveries to be made at the New York City Farm Colony, Borough of Richmond.

The bidder will state the price per pound, per yard or other unit, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total and awards made to the lowest bidder on each class, line or item, as stated in the specifications.

Blank forms and further information may be obtained at the office of the Department, foot of East 26th st., Borough of Manhattan, or at the New York City Farm Colony, Borough of Richmond.

MICHAEL J. DRUMMOND, Commissioner.
The City of New York, March 30, 1911.
m30,a11

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

DEPARTMENT OF CORRECTION.

DEPARTMENT OF CORRECTION, 148 E. 20TH ST., BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Correction at the above office until 11 o'clock a. m. on

THURSDAY, APRIL 6, 1911,

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED TO THOROUGHLY OVERHAUL AND MAKE THE NECESSARY REPAIRS TO THE DE LA VERGNE ICE MACHINE AND ACCESSORIES, ON HARTS ISLAND NEW YORK.

The time for the completion of the work and the full performance of the contract is by or before 40 consecutive working days.

The amount of security required is 50 per cent. of amount of bid or estimate.

Bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Department of Correction, the Borough of Manhattan, 148 East 20th st.

PATRICK A. WHITNEY, Commissioner.
Dated March 23, 1911. m25,a6

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

OFFICE OF THE DEPARTMENT OF CORRECTION, 148 E. 20TH ST., BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Correction at the above office until 11 o'clock a. m., on

THURSDAY, APRIL 6, 1911,

No. 1. FOR FURNISHING AND DELIVERING 2,950 TONS WHITE ASH ANTHRACITE COAL TO CITY INSTITUTIONS DURING YEAR 1911.

The time for the delivery of the articles, materials and supplies and the performance of the contract is during year 1911.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

No. 2. FOR FURNISHING AND DELIVERING 10,800 TONS WHITE ASH ANTHRACITE COAL TO BLACKWELLS AND HARTS ISLANDS DURING THE YEAR 1911.

The time for the delivery of the articles, materials and supplies and the performance of the contract is during year 1911.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the totals. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Correction, the Borough of Manhattan, 148 E. 20th st.

PATRICK A. WHITNEY, Commissioner.
Dated March 18, 1911. m25,a6

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

DEPARTMENT OF DOCKS AND FERRIES.

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of, Docks at the above office until 12 o'clock m. on

THURSDAY, APRIL 13, 1911,

CONTRACT NO. 1271. CLASSES 5 AND 6. FOR FURNISHING AND DELIVERING LUMBER.

The time for the completion of the work and the full performance of the contract and the amount of security required are as follows:

Class 5. For 1,599,000 feet board measure of sawed new yellow pine lumber, the sum of $14,000; 120 calendar days.

Class 6. For miscellaneous lumber, the sum of $500; 90 calendar days.

The bidder under Class 5 will state a price per thousand feet board measure, for furnishing and delivering all of the lumber called for in the class; the bidder under Class 6 will state a total price for furnishing and delivering all of the lumber called for in the class. Each class of the contract, if awarded, will be awarded as a separate contract to the bidder whose price is lowest in the class and whose bid is regular in all respects.

The attention of bidders is called to Article K of the contract, which permits the Commissioner to increase or diminish the amount of material required to an extent not to exceed five per cent.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the said Department.

CALVIN TOMKINS, Commissioner of Docks.
Dated March 31, 1911. a1,13

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 12 o'clock m. on

MONDAY, APRIL 10, 1911,

CONTRACT NO. 1270.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR PREPARING FOR AND PAINTING THE HULLS OF THE MUNICIPAL FERRYBOATS.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 500 calendar days.

The amount of security required is $10,000.

The bidders will state a price for furnishing all of the labor and material and doing all of the work called for as the contract is entire and for a complete job, and, if awarded, will be awarded to the bidder whose price for doing all of the work is the lowest and whose bid is regular in all respects.

The attention of bidders is called to Article K of the contract, which permits the Commissioner to increase or reduce the amount of work called for to an extent not to exceed five per cent.

Work must be done at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the said Department.

CALVIN TOMKINS, Commissioner of Docks.
Dated March 27, 1911. m29,a10

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

DEPARTMENT OF PARKS.

OFFICE OF DEPARTMENT OF PARKS, ARSENAL BUILDING, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, APRIL 13, 1911,
Borough of Manhattan.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR THE AMERICAN MUSEUM OF NATURAL HISTORY.

The time allowed for the completion of this contract is sixty days.

The amount of security required is Two Thousand Dollars.

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Arsenal, Central Park, New York City.

CHARLES B. STOVER, President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, Commissioners of Parks. a1,13

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, APRIL 6, 1911.
Borough of Manhattan.

FOR ALL LABOR AND MATERIAL REQUIRED FOR COMPLETING THE CONTRACT ABANDONED BY SCHOVERLING, DALY & GALES FOR FURNISHING AND ERECTING PLAYGROUND APPARATUS IN VARIOUS PARKS IN THE BOROUGHS OF MANHATTAN AND RICHMOND.

The time allowed to complete the work will be sixty consecutive working days.

The amount of security required is Two Thousand Dollars.

The bids will be compared and the contract awarded at a lump or aggregate sum.

Plans may be seen and blank forms may be obtained at the office of the Department of Parks, Arsenal, Central Park, New York City.

CHARLES B. STOVER, President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, Commissioners of Parks. m27,a6

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

OFFICE OF DEPARTMENT OF PARKS, ARSENAL BUILDING, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, APRIL 6, 1911.
Borough of The Bronx.

FOR FURNISHING AND DELIVERING FIFTY BARRELS OF GASOLINE AND TEN BARRELS OF KEROSENE, FOR PARKS, BOROUGH OF THE BRONX.

The time for the delivery and the full performance of the contract is as required before December 1, 1911.

The amount of security required is Two Hundred Dollars ($200).

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Zbrewski Mansion, Claremont Park, The Bronx.

CHARLES B. STOVER, President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, Commissioners of Parks. m27,a6

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, APRIL 6, 1911,
Borough of Manhattan.

FOR FURNISHING, DELIVERING, STORING AND TRIMMING COAL FOR THE NEW YORK PUBLIC LIBRARY, 5TH AVE. AND 40TH ST.

The time allowed for the completion of this contract is as required before June 15, 1911.

The amount of the security required is One Thousand Dollars.

Bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Arsenal, Central Park, New York City

CHARLES B. STOVER, President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, Commissioners of Parks. m25,a6

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

OFFICE OF DEPARTMENT OF PARKS, ARSENAL BUILDING, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, APRIL 6, 1911,
Borough of The Bronx.

FOR FURNISHING ALL THE LABOR AND MATERIALS FOR COMPLETELY ERECTING AND CONSTRUCTING A REINFORCED CONCRETE BRIDGE FROM HUNTER ISLAND TO TWIN ISLAND, IN PELHAM BAY PARK, IN THE CITY OF NEW YORK.

The time for the completion of the contract is ninety (90) working days.

The amount of security required is Two Thousand Dollars ($2,000).

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Zbrowski Mansion, Claremont Park, Borough of The Bronx.

CHARLES B. STOVER, President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, Commissioners of Parks. m25,a6

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board, at the above office of the Department of Parks, until 3 o'clock p. m., on

THURSDAY, APRIL 6, 1911,
Borough of Brooklyn.

FOR ALL LABOR AND MATERIALS REQUIRED FOR THE ERECTION AND COMPLETION OF COMFORT AND SHELTER BUILDING LOCATED IN BUSHWICK PLAYGROUND, AT PUTNAM AVE. AND WOODBINE ST. EXTENSION, BOROUGH OF BROOKLYN, TOGETHER WITH ALL THE WORK INCIDENTAL THERETO.

The time allowed for the completion of this contract will be 120 days. The amount of the security required is Five Thousand Dollars ($5,000).

Bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Boroughs of Brooklyn and Queens, Litchfield Mansion, Prospect Park West and Fifth st., Prospect Park, Brooklyn.

CHARLES B. STOVER President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, Commissioners of Parks. m25,a6

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, 5TH AVE. AND 64TH ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board, at the above office of the Department of Parks, until 3 o'clock p. m., on

THURSDAY, APRIL 6, 1911,
Borough of Brooklyn.

FOR ALL LABOR AND MATERIALS REQUIRED FOR THE ERECTION AND COMPLETION OF COMFORT AND SHELTER BUILDING LOCATED IN RED HOOK PLAYGROUND, AT RICHARDS, KING, DWIGHT AND PIONEER STS., BOROUGH OF BROOKLYN, TOGETHER WITH ALL THE WORK INCIDENTAL THERETO.

The time allowed for the completion of this contract will be 120 days. The amount of the security required is Four Thousand Dollars ($4.000).

Bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Boroughs of Brooklyn and Queens, Litchfield Mansion, Prospect Park West and Fifth st., Prospect Park, Brooklyn.

CHARLES B. STOVER, President; THOMAS J. HIGGINS, MICHAEL J. KENNEDY, Commissioners of Parks. m25,a6

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

BOARD OF ASSESSORS.

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 Brooklyn.

1345. Regulating, grading, curbing and flagging E. 9th st. from Beverly road to 18th ave.

1366. Regulating, grading, curbing and flagging E. 3d st. between Avenues D and E (Ditmas ave.).

1375. Regulating, grading, curbing and flagging 94th st. between 4th ave. and Fort Hamilton ave., together with a list of awards for damages caused by a change of grade.

1378. Regulating and grading 61st st. between 7th and 8th aves.

1410. Regulating, grading, curbing and flagging Shepherd ave. from Liberty ave. to Glenmore ave. and from Pitkin ave. to New Lots road, together with an award for damages caused by a change of grade.

1529. Regulating, grading, curbing and flagging Shepherd ave. from Atlantic ave. to Liberty ave.

1607. Regulating, grading, curbing and flagging Avenue C between Coney Island ave. and Gravesend ave.

1611. Regulating, grading, curbing and flagging Covert st. from Knickerbocker ave. to the county line.

1697. Regulating, grading, curbing and flagging Brooklyn ave. from Avenue I to Flatbush ave.

1705. Paving Huntington st. between Henry and Hicks sts.

1707. Paving Magenta st. from Crescent st. to Railroad ave.

1771. Paving 39th st. from the Old City line to 13th ave.

The area of assessment in the above lists extends to one-half the block at the intersecting streets.

1724. Sewer in Montrose ave. as extended between Union ave. and Broadway.

Affecting Block No. 2465.

1726. Sewer in 10th ave. between 86th st. and Benson ave.

Affecting Blocks Nos. 6362 and 6363.

1738. Sewer in E. 23d st. between Clarendon road and Canarsie lane.

1740. Basins at the southwest and southeast corners of Mescrole ave. and Jewel st.

Affecting Blocks Nos. 2625 and 2626.

1755. Paving Saratoga ave. from Eastern parkway extension to Pitkin ave.

The area of assessment extends to one-half the block at the intersecting streets.

1775. Sewer in 15th ave. between 80th and 84th sts.; outlet between 84th and 86th sts.; 82d st. between 17th ave. and a point 350 feet west of 15th ave.; 16th ave. and 17th ave. between 82d and 83d sts.; and 85th st. between 16th ave. and a point 350 feet west of 15th ave.

Affecting Blocks Nos. 6281 to 6284, inclusive; 6293 to 6295, inclusive; 6304 to 6306, inclusive; 6310 to 6313, inclusive; 6323, 6324, 6340 and 6341.

1776. Sewer in 44th st. about 400 feet west of West st. to 16th ave.

Affecting Blocks Nos. 5379, 5404, 5405 and 5432.

1777. Sewer in 45th st. between New Utrecht and 12th aves.

Affecting Blocks Nos. 5609 and 5615.

1778. Basins at the northwest and southwest corners of Ridgewood ave. and Elderts lane.

Affecting Blocks Nos. 4123 and 4136.

1780. Sewer in 67th st. between 14th and 15th aves.

1781. Basins at the northeast and northwest corners of Tilden and Nostrand aves.

Affecting Blocks Nos. 4901 and 5131.

1782. Sewer in both sides of 75th st. from a point about 583 feet west of 10th ave. to 10th ave.

All persons whose interests are affected by the above-named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, 320 Broadway, New York, on or before May 2, 1911, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

JOS. P. HENNESSY, WM. C. ORMOND, ANTONIO C. ASTARITA, Board of Assessors.
THOMAS J. DRENNAN, Secretary, 320 Broadway, City of New York, Borough of Manhattan, March 31, 1911. m31,a11

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.

1510. Reregulating, regrading, paving, recurbing, reflagging, etc., 149th st. from Broadway to Riverside drive. Together with a list of awards for damages caused by a change of grade.

1564. Regulating, grading, paving, curbing and flagging the widened portion of Claremont ave. at the northwest corner of 116th st.

1669. Regulating, grading, curbing, flagging, etc., W. 169th st. from Ft. Washington ave. to Haven ave.

The area of assessment extends to one-half the block at the intersecting streets.

1758. Repaving Barrow st. from West st. to a point 155 feet 8 inches easterly therefrom, being a grant of land under water.

The area of assessment affects Lots 5, 6, 10 and 11 of Block No. 603.

Borough of The Bronx.

1269. Regulating, grading, etc., Johnson ave. from Kappock st. to Spuyten Duyvil road at W. 227th st., and in Spuyten Duyvil road from Johnson ave. at W. 227th st. to W. 236th st.

1464. Regulating, grading, curbing, flagging, etc., Burnett place between Garrison ave. and Tiffany st.

1651. Regulating, grading, curbing and flagging, etc., Grand Boulevard and Concourse from E. 161st st. to Mosholu parkway. Together with a list of awards for damages caused by a change of grade.

1690. Paving and curbing Grace st. from E. 182d st. to the Southern boulevard.

1692. Regulating, grading, curbing, flagging, etc., Seneca ave. between Whittier st. and a point 100 feet east of Edgewater road.

The area of assessment extends to one-half the block at the intersecting streets.

1752. Basin at the southeast corner of Aqueduct ave. and Fordham road.

Affecting Block No. 3212.

1761. Basin at the northwest corner of W. 181st st. and Aqueduct ave. east.

Affecting Block No. 3211.

Borough of Queens.

1711. Sewer in 4th ave. from Potter ave. to Ditmars ave. and in Ditmars ave. from Lawrence st. to 6th ave.

Affecting Blocks Nos. 74, 79, 80, 85, 86, 92 and 93.

Borough of Richmond.

1749. Constructing concrete bridges across the brook at Clinton ave. west of Richmond ave. and at Lafayette ave. on the south side of Hatfield place, Third Ward.

Affecting Blocks Nos. 62, 63, 65, 68b, 74b and 99c.

All persons whose interests are affected by the above-named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, 320 Broadway, New York, on or before May 2, 1911, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

JOS. P. HENNESSY, WM. C. ORMOND, ANTONIO C. ASTARITA, Board of Assessors.
THOMAS J. DRENNAN, Secretary, 320 Broadway, City of New York, Borough of Manhattan, March 31, 1911. m31,a11

BELLEVUE AND ALLIED HOSPITALS.

BELLEVUE AND ALLIED HOSPITALS, DEPARTMENT OF NEW YORK CITY, 26TH ST. AND 1ST AVE., BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Board of Trustees in the Staff Room of Bellevue Hospital (entrance, 415 E. 26th st.) until 3 o'clock p. m. on

TUESDAY, APRIL 11, 1911.

FOR PROVIDING ALL LABOR AND MATERIALS NECESSARY OR REQUIRED FOR THE RECONSTRUCTION OF THE ELECTRIC LIGHT SYSTEM AT GOUVERNEUR HOSPITAL, SITUATED AT GOUVERNEUR SLIP, 621 WATER ST., BOROUGH OF MANHATTAN, CITY OF NEW YORK.

The time allowed for doing and completing all the work included under this contract will be not more than one hundred and twenty (120) consecutive calendar days from date of mailing notice that the Comptroller has attached his signature to the contract. The surety required will be Two Thousand Dollars ($2,000).

The bids will be compared and the contract awarded as soon thereafter as practicable, according to law.

Blank forms may be obtained at the office of the Contract Clerk, 415 E. 26th st., Borough of Manhattan.

JOHN W. BRANNAN, President of the Board of Trustees, Bellevue and Allied Hospitals.

Dated March 25, 1911. m30,a11

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

BELLEVUE AND ALLIED HOSPITALS, DEPARTMENT OF NEW YORK CITY, 26TH ST. AND 1ST AVE., BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Board of Trustees in the Staff Room of Bellevue Hospital (entrance, 415 E. 26th st.) until 3 o'clock p. m. on

TUESDAY, APRIL 11, 1911.

FOR ALL LABOR AND MATERIAL REQUIRED FOR THE TREE-PLANTING ON THE GROUNDS OF THE NEW BELLEVUE HOSPITAL, SITUATED ON 1ST AVE. AND BOUNDED BY 26TH AND 29TH STS., THE CITY OF NEW YORK.

The time allowed for doing and completing all the work included under this contract will be not more than forty (40) consecutive calendar days from date the contractor is notified to begin the work.

The surety required will be Twenty-five Hundred Dollars ($2,500).

The bids will be compared and the contract awarded as soon thereafter as practicable, according to law.

Blank forms may be obtained at the office of the Contract Clerk, 415 E. 26th st., Borough of Manhattan.

JOHN W. BRANNAN, President of the Board of Trustees, Bellevue and Allied Hospitals.

Dated March 25, 1911. m30,a11

☞**See General Instructions to Bidders on the last page, last column, of the "City Record."**

SUPREME COURT—FIRST DEPARTMENT.

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of PLEASANT AVENUE (now Olin avenue), from Gun Hill road to East Two Hundred and Nineteenth street, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT THE final reports of the Commissioners of Estimate and of the Commissioner of Assessment in the above-entitled matter will be presented for confirmation 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 10th day of April, 1911, at 10.30 o'clock in forenoon of that day; and that the said final reports have been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, April 3, 1911.

WM. F. BURROUGH, ANDREW J. KELLY, Commissioners of Estimate; ANDREW J. KELLY, Commissioner of Assessment.
JOEL J. SQUIER, Clerk. a3,7

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of EAST ONE HUNDRED AND SIXTY-FIRST STREET, as widened, from Brook avenue to Third avenue, in the Twenty-third Ward, Borough of The Bronx, 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 17th day of April, 1911, at 10.30 o'clock in 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 law

Dated, Borough of Manhattan, New York, April 1, 1911.

HERMAN F. G. HARTUNG, MARTIN C. DYER, GERALD J. BARRY, Commissioners of Estimate; MARTIN C. DYER, Commissioner of Assessment.
JOEL J. SQUIER, Clerk. a1,12

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, for the same purpose in fee, to the lands, tenements and hereditaments required for the widening of WEST TWO HUNDRED AND SEVENTH STREET, between Tenth avenue and Emerson street, in the Twelfth Ward, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN THAT, BY AN order of the Supreme Court of the State of New York, First Department, bearing date the 24th day of March, 1911, and duly entered and filed in the office of the Clerk of the County of New York on the 25th day of March, 1911, Charles L. Hoffman, Henry Brady, and Darcy O'Connor, Esqs., were appointed Commissioners of Estimate in the above-entitled proceeding, and that in and by the said order Charles L. Hoffman was appointed the Commissioner of Assessment.

Notice is further given that, pursuant to the statutes in such cases made and provided, the said Charles L. Hoffman, Henry Brady and Darcy O'Connor will attend a Special Term of said Court, to be held at Part II. thereof, at the County Court House, in the Borough of Manhattan, City of New York, on the 11th day of April, 1911, at the opening of Court on that day, or as soon thereafter as counsel can be heard thereon, for the purpose of being examined under oath by the Corporation Counsel, or any other person having any interest in said proceeding, as to their qualifications to act as such Commissioners in the above-entitled proceeding.

Dated New York, March 30, 1911.

ARCHIBALD R. WATSON, Corporation Counsel, Hall of Records Borough of Manhattan, City of New York. m30,a10

FIRST DEPARTMENT.

In the matter of the application 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 opening and extending of WESTCHESTER AVENUE (although not yet named by proper authority), from the Bronx River to Main street, in the Twenty-fourth Ward, Borough of The Bronx, 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 supplemental and amended estimate of 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 7th day of April, 1911, 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 10th day of April, 1911, at 10 o'clock a. m.

Second—That the abstract of our said estimate of assessment, together with our benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, 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 10th day of April, 1911.

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 the point of intersection of the easterly line of the Bronx River with a line drawn midway between West Farms road and Westchester avenue; running thence easterly along said line to its intersection with the northeasterly line of Green lane, thence northeasterly and parallel with Westchester avenue to its intersection with the southwesterly line of Main street, thence on a straight line to the corner formed by the intersection of the easterly line of Pelham road and the southerly line of Emily street, thence easterly along the said southerly line of Emily street to the northwesterly boundary line of the Jas. Ferris estate; thence southeasterly on a straight line to a point in the southerly line of Middletown road midway between Pelham road and the Eastern boulevard; thence southerly on a straight line to the point of intersection of the southeasterly line of the Eastern boulevard with the westerly boundary line of the H. B. Crosby property; thence still southerly along said property line to its intersection with a line drawn parallel to and distant 100 feet southeasterly from the southeasterly line of the Eastern boulevard; thence southwesterly and northwesterly along said parallel line to its intersection with a line drawn parallel to and distant 100 feet southerly from the southerly line of Sixth street; thence still westerly along said parallel line to its intersection with the westerly line of Virginia avenue; thence still westerly and parallel to Westchester avenue to the easterly line of the Bronx River; thence northerly along said easterly line of the Bronx River to the point or place of beginning.

Fourth—That, provided there be no objections filed to our said abstract, our final supplemental and amended last partial and separate report herein will be presented for confirmation 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 25th day of May, 1911, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to our said abstract of assessment, the notice of motion to confirm our final supplemental and amended last partial and separate report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the CITY RECORD, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, March 1, 1911.

JNO. F. COFFIN, Chairman; EDWARD L. GODFREY, MICHAEL J. MACK, Commissioners.
JOEL J. SQUIER, Clerk. m28,a7

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of TAYLOR STREET (or avenue) from East River to Westchester avenue, in the Twenty-fourth Ward, Borough of The Bronx, 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 11th day of April, 1911, at 10.30 o'clock in 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 law.

Dated, Borough of Manhattan, New York, March 27, 1911.

GEORGE V. MULLAN, CHARLES H. ZORN, ALBERT KRAEMER, Commissioners of Estimate; GEORGE V. MULLAN, Commissioner of Assessment.
JOEL J. SQUIER, Clerk. m27,a6

FIRST DEPARTMENT.

In the matter of the application 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 opening and extending of TREMONT AVENUE—or East One Hundred and Seventy-seventh street—(although not yet named by proper authority), from Aqueduct avenue to Sedgwick avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

In re petition of Elizabeth D. Camp, for the loss and damage, if any, sustained by her in connection with the premises described in said petition, being Lot No. 1, Block 2879 in Section 11, in the Twenty-fourth Ward, by reason of the closing, discontinuance and abandonment of East One Hundred and Seventy-seventh street, between Aqueduct avenue and Andrews avenue in front of and adjoining said premises.

WE, THE COMMISSIONERS OF ESTIMATE and Assessment in the above entitled proceeding, having been directed as follows:

First—By order bearing date the 5th day of March, 1908, and duly entered in the office of the Clerk of the County of New York on the 5th day of March, 1908, to ascertain and determine the compensation, if any, which upon proof of all the facts should justly be made and legally awarded to Elizabeth D. Camp for the loss and damage, if any, sustained by or in connection with the premises known as Lot No. 1 in Block 2879, Section 11, by reason of the closing, discontinuance and abandonment of East One Hundred and Seventy-seventh street, in front of and adjoining said premises.

The foregoing premises are more particularly described in the petition on which the said order was based and filed therewith in the office of the Clerk of the County of New York and are shown on the damage map attached to our abstract of estimate and assessment.

And we, the said Commissioners, having been directed also by the aforesaid order and by the provisions of chapter 1006 of the Laws of 1895 to ascertain and determine the benefit adjudged to the lands, tenements and hereditaments and premises which shall be benefited by the closing, discontinuance and abandonment of the aforesaid East One Hundred and Seventy-seventh street, from Aqueduct avenue to Andrews avenue.

We, therefore, the undersigned, hereby give notice to all persons interested in these proceedings 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:

Second—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 11th day of April, 1911, 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 13th day of April, 1911, at 12 o'clock noon.

Third—That the abstracts of our said estimate and assessment, together with our damage and benefit maps have been deposited in the office of the Clerk of the County of New York, in the County Court House in the Borough of Manhattan, in said city, there to remain until the 13th day of April, 1911.

Fourth—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, being all that strip of land lying in Block 2879 and known as the Lane and bounded and described as follows: Beginning at a point on the easterly line of Andrews avenue, which point is distant 11.24 feet southerly from the northerly line of Tremont avenue, running thence easterly along a line parallel to the easterly prolongation of the northerly line of Tremont avenue for a distance of about 253.29 feet to the westerly line of Aqueduct avenue; thence northerly along said westerly line of Aqueduct avenue 43.93 feet; thence westerly along a line parallel to the easterly prolongation of the northerly line of Tremont avenue about 259 feet to the easterly line of Andrews avenue; thence southerly along the easterly line of Andrews avenue to the point or place of beginning, as said parcel of land is shown in red color on our benefit map deposited as aforesaid.

Fifth—That, provided there be no objections filed to either of said abstracts our final report herein will be presented for confirmation 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 9th day of May, 1911, at the opening of the Court on that day.

Sixth—In case, however, objections are filed to either of said abstracts of estimate and assessment the notice to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the CITY RECORD, pursuant to Sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, March 6, 1911.

FRANCIS V. S. OLIVER, R. J. KENNEDY, Commissioners.

JOEL J. SQUIER, Clerk. m23,a8

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of LUDLOW AVENUE from Tremont avenue near Avenue A to Whitlock avenue; WHITLOCK AVENUE as widened from Ludlow avenue to Hunts Point road; and the PUBLIC PLACE at the intersection of Whitlock avenue, Hunt's Point road and the Southern boulevard opposite Dongan street, in the Twenty-third and Twenty-fourth Wards, Borough of The Bronx, City of New York, as amended by an order of the Supreme Court, duly made and entered in the office of the Clerk of the County of New York on the 24th day of October, 1910, so as to include a triangular parcel located at the junction of Ludlow avenue and Tremont avenue, in accordance with a resolution adopted by the Board of Estimate and Apportionment on the 25th day of February, 1910.

NOTICE IS HEREBY GIVEN TO ALL PERsons interested in the above-entitled 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 the undersigned, Commissioners of Estimate, have completed their supplemental and amended estimate of damage, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing, duly verified, with them at their office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 8th day of April, 1911, and that the said Commissioners will hear parties so objecting, and for that purpose will be in attendance at their said office on the 12th day of April, 1911, at 11 o'clock a. m.

Second—That the undersigned, Commissioner of Assessment, has completed his supplemental and amended estimate of benefit and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing, duly verified, with him at his office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 8th day of April, 1911, and that the said Commissioner will hear parties so objecting, and for that purpose will be in attendance at his said office on the 13th day of April, 1911, at 11 o'clock a. m.

Third—That the Commissioner of Assessment has assessed any or all such lands, tenements and hereditaments and premises as are within the area of assessment fixed and prescribed as the area of assessment for benefit as amended by the Board of Estimate and Apportionment on the 25th day of February, 1910, and that the said area of assessment includes all those lands, tenements and hereditaments and premises situate 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 the intersection of a line distant 1,172.54 feet northerly from and parallel with the northerly side of Ludlow avenue, measured along a line at right angles to the line of Ludlow avenue at its intersection with Olmstead avenue, the said line being located approximately midway between Haviland avenue and Powell avenue, with the centre line of Westchester Creek, and running thence southwardly along the said centre line of the Westchester Creek to the intersection with a line parallel with and distant 1,122.585 feet southerly from the southerly line of Ludlow avenue, the said distance being measured along a line at right angles to Ludlow avenue at its intersection with Olmstead avenue and located approximately midway between Hermany avenue and Turnbull avenue; thence westwardly along the said line distant 1,122.585 feet southerly from and parallel with the southerly line of Ludlow avenue to the intersection with the centre line of the Bronx River; thence northwardly along the said centre line of the Bronx River to the intersection with the prolongation of a line, midway between Garrison avenue and Seneca avenue through that portion of their length located between Edgewater road and Bryant street; thence westwardly along the said line midway between Garrison avenue and Seneca avenue and along the prolongation of the said line to the intersection with the easterly line of Bryant avenue; thence westwardly to a point on the westerly side of the Hunts Point road, where the said westerly side of the Hunts Point road is intersected by a line distant 100 feet southeasterly from and parallel with the southeasterly line of Garrison avenue, the said distance being measured at right angles to the line of Garrison avenue; thence southwestwardly and parallel with the southeasterly line of Garrison avenue to the intersection with a line midway between Hunts Point road and Manida street; thence northwestwardly along the said line midway between Hunts Point road and Manida street and along the prolongation of the said line to the intersection with a line distant 100 feet southwesterly from and parallel with the southwesterly side of the Hunts Point road through that portion of its length northwest of Garrison avenue, the said distance being measured at right angles to the line of the Hunts Point road; thence northwestwardly along the said line parallel with the Hunts Point road to the intersection with the centre line of the lands of the New York, New Haven and Hartford Railroad Company; thence southwestwardly along the said centre line of the lands of the New York, New Haven and Hartford Railroad Company to a point on the said line midway between Barretto street and Tiffany street; thence northwestwardly to a point on a line midway between Kelly street and Intervale avenue distant 700 feet southerly from the intersection of the said line with the southerly line of Dongan street; thence northwardly along the said line midway between Kelly street and Intervale avenue to a point distant 100 feet north of the intersection of the said line with the northerly side of Dongan street; thence eastwardly to a point on a line midway between Simpson street and the Southern boulevard located midway between the intersection of the said line with Dongan street and Westchester avenue; thence northwardly along the said line midway between the Southern boulevard and Simpson street to the intersection with the prolongation of a line midway between Aldus street and Bancroft street; thence eastwardly along the said line midway between Aldus street and Bancroft street and along the prolongation of the said line to the intersection with a line midway between Bryant avenue and Longfellow avenue; thence northwardly along the said line midway between Bryant avenue and Longfellow avenue to a point on the said line midway between its intersection with Bancroft street and Westchester avenue; thence eastwardly to a point on the centre line of the Bronx River, where the said centre line is intersected by the course herein first described; thence eastwardly, parallel with the line of Ludlow avenue and along the course herein first described to the point or place of beginning.

Fourth—That the abstracts of said supplemental and amended estimate of damage and of said supplemental and amended assessment for benefit together with the damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by the Commissioners of Estimate and by the Commissioner of Assessment in making the same, 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 12th day of April, 1911.

Fifth—That, provided there be no objections filed to either of said abstracts, the reports as to awards and as to assessments for benefit herein will be presented for confirmation 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 9th day of June, 1911, at the opening of the Court on that day.

Sixth—In case, however, objections are filed to the foregoing abstracts of estimate and assessment, or to either of them, the motion to confirm the reports as to awards and as to assessments shall stand adjourned to the date to be hereafter specified in the notice provided in such cases to be given in relation to filing the final reports, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated, Borough of Manhattan, New York, March 10, 1911.

FRANCIS V. S. OLIVER, Chairman; JAMES CRAWFORD, JOHN J. MACKIN, Commissioners of Estimate. JOHN J. MACKIN, Commissioner of Assessment.

JOEL J. SQUIRE, Clerk. m21,a7

SUPREME COURT—SECOND DEPARTMENT.

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to AVENUE J, from West street to Ocean parkway, in the Thirtieth and Thirty-first Wards in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT GEORGE V. Brower, Jr., Matthew V. O'Malley and Daniel M. Hurley were appointed by an order of the Supreme Court made and entered the 27th day of March, 1911, Commissioners of Estimate, and George V. Brower, Jr., Commissioner of Assessment in the above-entitled proceeding.

Notice is also given, that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House in the Borough of Brooklyn, The City of New York, on the 19th day of April, 1911, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter XVII. of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, April 6, 1911.

ARCHIBALD R. WATSON, Corporation Counsel. a6,17

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to the TRIANGULAR PUBLIC PLACE, bounded by Bushwick avenue, Myrtle avenue and Willoughby avenue, in the Twenty-seventh Ward in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT EDmund D. Hennessy, James Deasy and Solon Barbanell were appointed, by an order of the Supreme Court made and entered the 27th day of March, 1911, Commissioners of Estimate, and Edmund D. Hennessy, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given, that the above-named Commissioners will attend at a Special Term for the hearing of motions appointed to be held at the Kings County Court House in the Borough of Brooklyn, The City of New York, on the 19th day of April, 1911, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of Chapter XVII. of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, April 6, 1911.

ARCHIBALD R. WATSON, Corporation Counsel. a6,17

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to EAST TWENTY-EIGHTH STREET, between Albemarle road (Butler street) and Clarendon road, and EAST TWENTY-NINTH STREET, between Albemarle road (Butler street) and Clarendon road, in the Twenty-ninth Ward in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT OWEN F. Finnerty, James B. Bouck and John Toomey were appointed, by an order of the Supreme Court made and entered the 27th day of March, 1911, Commissioners of Estimate, and Owen F. Finnerty, Commissioner of Assessment in the above-entitled proceeding.

Notice is also given, that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House in the Borough of Brooklyn, The City of New York, on the 19th day of April, 1911, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter XVII. of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, April 6, 1911.

ARCHIBALD R. WATSON, Corporation Counsel. a6,17

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to STANLEY AVENUE, from Louisiana avenue to Fountain avenue, in the Twenty-sixth Ward in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT JAMES H. McCabe, David Garland and Joseph A. Nolan, Jr., were appointed, by an order of the Supreme Court made and entered the 27th day of March, 1911, Commissioners of Estimate, and James H. McCabe, Commissioner of Assessment, in the above-entitled proceeding.

Notice is also given, that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House in the Borough of Brooklyn, The City of New York, on the 19th day of April, 1911, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter XVII. of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, April 6, 1911.

ARCHIBALD R. WATSON, Corporation Counsel. a6,17

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to WHITE STREET from Cook street to McKibben street, in the Eighteenth Ward in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT JOHN C. Judge, Ira L. Rosenson and John C. McGroarty were appointed, by an order of the Supreme Court made and entered the 27th day of March, 1911, Commissioners of Estimate, and John C. Judge, Commissioner of Assessment, in the above-entitled proceeding.

Notice is also given, that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House in the Borough of Brooklyn, The City of New York, on the 19th day of April, 1911, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter XVII. of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, April 6, 1911.

ARCHIBALD R. WATSON, Corporation Counsel. a6,17

SECOND DEPAKTMENT.

In the matter of the application of The City of New York, relative to acquiring title to EIGHTY-SECOND STREET from Shore road to Narrows avenue and from Third avenue to Fourth avenue in the Thirtieth Ward in the Borough of Brooklyn, The City of New York.

NOTICE IS HEREBY GIVEN THAT Alfred D. Olena, John M. Farrell and Richardson Webster were appointed, by an order of the Supreme Court made and entered the 27th day of March, 1911, Commissioners of Estimate, and Alfred D. Olena, Commissioner of Assessment, in the above-entitled proceeding.

Notice is also given, that the above-named Commissioners will attend at a Special Term for the hearing of motions, appointed to be held at the Kings County Court House in the Borough of Brooklyn, The City of New York, on the 19th day of April, 1911, on the opening of the Court on that day, or as soon thereafter as counsel can be heard; and at said time and place, or at such other time and place as the Court may direct, the said Commissioners may be examined under oath as to their qualifications to act, and are subject to challenge by any party or person interested in this proceeding, as provided by section 973 of title 4 of chapter XVII. of the Charter of The City of New York.

Dated New York, Borough of Brooklyn, April 6, 1911.

ARCHIBALD R. WATSON, Corporation Counsel. a6,17

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of the PUBLIC PLACE (although not yet named by proper authority), bounded by Van Alst avenue, Ninth street and Jackson avenue, in the First Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN TO ALL PERsons interested in the above-entitled 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 the undersigned, Commissioners of Estimate, have completed their estimate of damage, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing duly verified, with them at their office, in the Municipal Building, Court House Square, Long Island City, in the Borough of Queens, in The City of New York, on or before the 26th day of April, 1911, and that the said Commissioners will hear parties so objecting, and for that purpose will be in attendance at their said office on the 1st day of May, 1911, at 2 o'clock p. m.

Second—That the undersigned, Commissioner of Assessment, has completed his estimate of benefit and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing, duly verified, with him at his office, in the Municipal Building, Court House Square, Long Island City, in the Borough of Queens, in The City of New York, on or before the 26th day of April, 1911, and that the said Commissioner will hear parties so objecting, and for that purpose will be in attendance at his said office on the 2d day of May, 1911, at 2 o'clock p. m.

Third—That the Commissioner of Assessment has assessed any or all such lands, tenements and hereditaments and premises as are within the area of assessment fixed and prescribed as the area of assessment for benefit by the Board of Estimate and Apportionment on the 24th day of April, 1908, and that the said area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of Queens, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Bounded on the north by a line midway between Tenth street and Eleventh street; on the east by a line midway between Ely avenue and Van Alst avenue and by the prolongation of the said line; on the south by a line midway between Seventh street and Eighth street and by the prolongation of the said line; and on the west by a line midway between East avenue and Van Alst avenue.

Fourth—That the abstracts of said estimate of damage and of said assessment for benefit together with the damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by the Commissioners of Estimate and by the Commissioner of Assessment in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, in the Municipal Building, Court House Square, in the Borough of Queens, in said City, there to remain until the 1st day of May, 1911.

Fifth—That, provided there be no objections filed to either of said abstracts, the reports as to awards and as to assessments for benefit herein will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof for the hearing of motions, to be held in the County Court House in the Borough of Brooklyn, in The City of New York, on the 26th day of May, 1911, at the opening of the Court on that day.

Sixth—In case, however, objections are filed to the foregoing abstracts of estimate and assessment or to either of them the motion to confirm the reports as to awards and as to assessments shall stand adjourned to the date to be hereafter specified in the notice provided in such cases to be given in relation to filing the final reports, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, April 3, 1911.

JOHN J. TRAPP, Chairman; ROBT. WEINDORF, FRANK E. KNAB, Commissioners of Estimate; JOHN J. TRAPP, Commissioner of Assessment.

JOSEPH J. MYERS, Clerk. a6,22

SECOND DEPARTMENT.

In the matter of the application 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 opening and extending of REMSEN PLACE, (although not yet named by proper authority), from Hull avenue to Grand street, in the Second Ward, Borough of Queens, City of New York; as amended by an order of the Supreme Court duly made and entered in the office of the Clerk of the County of Queens on the 18th day of May, 1910, so as to conform to the lines of said street as shown upon section 17 of the final maps of the Borough of Queens, adopted by the Board of Estimate and Apportionment on the 20th day of June, 1908, and approved by the Mayor on the 5th day of August, 1908.

NOTICE IS HEREBY GIVEN THAT THE final report of the Commissioners of Estimate and Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof, for the hearing of motions, to be held in the Court House in the Borough of Brooklyn in The City of New York on the 12th day of April, 1911, at 10.30 o'clock in the forenoon of that day; and that the said final report has been deposited in the office of the Clerk of the County of Queens, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, April 5, 1911.

JACOB D. FOSTER, CHAS. W. HALLETT, Commissioners.

JOSEPH J. MYERS, Clerk. a5,10

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, in and to the lands and premises required for an easement for sewer purposes at the foot of MAPLE AVENUE, in the Fourth Ward, more particularly shown on a map or plan adopted by the Board of Estimate and Apportionment on November 20, 1908, in the Fourth Ward, Borough of Richmond, 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, Second Department, at a Special Term thereof, to be held for the hearing of motions at the Court House, St. George, S. I., in the Borough of Richmond, in The City of New York, on the 15th day of April, 1911, at 10.30 o'clock in 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 Richmond, there to remain for and during the space of ten days, as required by law.

Dated, Borough of Manhattan, New York, April 4, 1911.

WILLIAM J. KENNEY, JOHN P. PURCELL, EUGENE LAMB RICHARDS, JR., Commissioners of Estimate; EUGENE LAMB RICHARDS, JR., Commissioner of Assessment.

JOEL J. SQUIER, Clerk. a4,14

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of TITUS STREET (although not yet named by proper authority), from Jackson avenue to the bulkhead line of the East River, in the First Ward, Borough of Queens, in 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 supplemental and amended 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 in the Municipal Building, Court House square, Long Island City, in the Borough of Queens, in The City of New York, on or before the 8th day of April, 1911, 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 11th day of April, 1911, at 12 o'clock m.

Second—That the abstracts of our said supplemental and amended 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 the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New

York, in the Municipal Building, Court House square, Long Island City, in the Borough of Queens, in said City, there to remain until the 11th day of April, 1911.

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 Queens, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point on the northerly side of Jackson avenue at the middle of the block between Titus street or 16th avenue, and Oakley street or 17th avenue, and running thence in a northerly direction along said centre line of the block to the line of solid filling known and described as the United States pier and bulkhead line in the East River, and running thence in a westerly direction along said bulkhead line to a point on the said line opposite the centre line of the block between Titus street or 16th avenue and Luyster street or 15th avenue; thence in a southerly direction and along the centre line of the block between Titus street and Luyster street to the northerly side of Jackson avenue; thence easterly along said northerly line of Jackson avenue to the centre line of the block between Titus street and Oakley street, the point or place of beginning, excepting from said area all streets, avenues and roads or portions thereof heretofore legally opened, as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That, provided there be no objections filed to either of said supplemental and amended abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof, for the hearing of motions, to be held in the County Court House in the Borough of Brooklyn, in The City of New York, on the 10th day of May, 1911, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to any of said abstracts of supplemental and amended estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the CITY RECORD, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, March 24, 1911.

JOHN J. TRAPP, Chairman; JACOB SULZBACH, Commissioners.

JOSEPH J. MYERS, Clerk. m29,a8

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of GRAHAM AVENUE (although not yet named by proper authority) from Jackson avenue to Vernon avenue in the First Ward, Borough of Queens, in 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 supplemental and amended 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, in the Municipal Building, Court House square, Long Island City, in the Borough of Queens, in The City of New York, on or before the 11th day of April, 1911, 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 12th day of April, 1911, at 2 o'clock p. m.

Second—That the abstracts of our said supplemental and amended 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 the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Municipal Building, Court House square, Long Island City, in the Borough of Queens, in said City, there to remain until the 12th day of April, 1911.

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 Queens, 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 line of Eighteenth avenue prolonged southerly with the northerly line of Graham avenue prolonged easterly, as the same is laid down on the Commissioners' Map of Long Island City, filed at City Clerk's office, December 31, 1875.

Thence northerly along the easterly line of Eighteenth avenue 250 feet; thence westerly and at all times 250 feet distant and parallel with the northerly line of Graham avenue to the easterly line of Vernon avenue; thence southerly along the easterly line of Vernon avenue to a point 250 feet south of the southerly line of Graham avenue; thence easterly at a distance of 250 feet south of the southerly line of Graham avenue and at all times parallel to the said south line of Graham avenue to a point where it intersects the easterly line of Eighteenth avenue produced southerly; thence northerly along the easterly line of Eighteenth avenue produced southerly to the point or place of beginning.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof, for the hearing of motions, to be held in the County Court House in the Borough of Brooklyn, in The City of New York, on the 25th day of April, 1911, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to any of said abstracts of supplemental and amended estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the CITY RECORD, pursuant to Sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, March 21, 1911.

JAMES J. CONWAY, Chairman; JOHN WILD, PATRICK J. MARA, Commissioners.

JOSEPH J. MYERS, Clerk. m23,a8

SUPREME COURT—THIRD JUDICIAL DISTRICT.

THIRD JUDICIAL DISTRICT.

ASHOKAN RESERVOIR, SECTION NO. 1.

In the matter of the application and petition of John A. Bensel, Charles N. Chadwick and Charles A. Shaw, constituting the Board of Water Supply of The City of New York to acquire real estate for and on behalf of The City of New York under chapter 724 of the Laws of 1905, and the Acts amendatory thereof, in the town of Olive, County of Ulster, New York, for the purpose of providing an additional supply of pure and wholesome water for the use of The City of New York.

PUBLIC NOTICE IS HEREBY GIVEN THAT the third and final separate report of George M. Palmer and Frederick J. R. Clarke, who were duly appointed Commissioners of Appraisal in the above-entitled matter by an order of this Court made on the 20th day of April, 1907, and Macdonough Craven, who was duly appointed a Commissioner of Appraisal in the above-entitled matter by an order of this Court dated September 21, 1907, which report is dated February 7, 1911, and was filed in the office of the Clerk of the County of Ulster on February 8, 1911, and affects parcels Nos. 3, 7, 8, 18B, 19B, 22A, 28, 32A, 33, 15B, 15C, 34A, 36, 37, 1B, (Lots Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 29 and 30), shown on the original and supplemental maps in this proceeding.

Notice is further given that an application will be made at a Special Term of the Supreme Court appointed to be held in and for the Third Judicial District at the Court House in the City of Hudson, Columbia County, New York, on the 15th day of April, 1911, at 12 o'clock noon of that day, or as soon thereafter as counsel can be heard, for an order confirming such report and for such other and further relief as may be just.

Reserving to The City of New York the right to oppose the confirmation of any or all of the awards or recommendations contained in said report.

Dated New York, February 28, 1911.

ARCHIBALD R. WATSON, Corporation Counsel, Hall of Records, corner of Chambers and Centre streets, Borough of Manhattan, New York City. m25,a15

THIRD JUDICIAL DISTRICT.

ASHOKAN RESERVOIR, SECTION NO. 2.

In the matter of the application and petition of J. Edward Simmons, Charles N. Chadwick and Charles A. Shaw, constituting the Board of Water Supply of The City of New York, to acquire real estate for and on behalf of The City of New York, under chapter 724 of the Laws of 1905, and the Acts amendatory thereof, in the town of Olive, Ulster County, New York, for the purpose of providing an additional supply of pure and wholesome water for the use of The City of New York.

PUBLIC NOTICE IS HEREBY GIVEN THAT the report of J. Murray Downs, Edward D. O'Brien and William O. Schwarzwaelder, who were duly appointed Commissioners of Appraisal in the above-entitled matter by an order of this Court made October 15, 1910, which report is dated February 1, 1911, and filed in the office of the Clerk of the County of Ulster on the 1st day of February, 1911, and affects Parcels Nos. 48 and 66, shown on the map in this proceeding.

Notice is further given that an application will be made at a Special Term of the Supreme Court appointed to be held in and for the Third Judicial District at the Court House in The City of Hudson, Columbia County, New York, on the 15th day of April, 1911, at 12 o'clock noon of that day or as soon thereafter as counsel can be heard for an order confirming such report and for such other and further relief as may be just.

Reserving to The City of New York the right to oppose the confirmation of any or all of the awards or recommendations contained in said report.

Dated New York, February 28, 1911.

ARCHIBALD R. WATSON, Corporation Counsel, Hall of Records, corner of Chambers and Centre streets, Borough of Manhattan, New York City. m25,a15

THIRD JUDICIAL DISTRICT.

ASHOKAN RESERVOIR, SECTION NO. 11.

In the matter of the application and petition of John A. Bensel, Charles N. Chadwick and Charles A. Shaw, constituting the Board of Water Supply of The City of New York, to acquire real estate for and on behalf of The City of New York, under chapter 724 of the Laws of 1905 and the Acts amendatory thereof, in the Town of Olive, County of Ulster, New York, for the purpose of providing an additional supply of pure and wholesome water for the use of The City of New York.

PUBLIC NOTICE IS HEREBY GIVEN THAT the third and fourth separate reports of William J. Delamater and Isaac N. Weiner, who were duly appointed Commissioners of Appraisal in the above-entitled matter by an order of this Court made February 27, 1909, and Frederick R. Rich, who was duly appointed a Commissioner of Appraisal in the above-entitled matter by an order of this Court made February 19, 1910, which reports are dated January 13, 1911, and were filed in the office of the Clerk of the County of Ulster on the 13th day of January, 1911, and which third report affects Parcel Nos. 494, 495, 496, 499, 500, 502, 503, 506, 520, 521, 526A (Lots Nos. 6, 11, 14, 15, 31, 32, 35, 58, 64, 69, 71, 72, 75, 76, 80, 89, 99, 101, 102, 105, 108, 109, 124, 126, 127), 533B, 541 and 542, and which fourth separate report affects Parcels Nos. 492, 505, 531, 534, 535, 536, 538 and 540, shown on the original and supplemental maps in this proceeding.

Notice is further given that an application will be made at a Special Term of the Supreme Court appointed to be held in and for the Third Judicial District at the Court House in the City of Hudson, Columbia County, New York, on the 15th day of April, 1911, at 12 o'clock noon of that day, or as soon thereafter as counsel can be heard, for an order confirming such report and for such other and further relief as may be just.

Reserving to The City of New York the right to oppose the confirmation of any or all of the awards or recommendations contained in said report.

Dated New York, February 28, 1911.

ARCHIBALD R. WATSON, Corporation Counsel, Hall of Records, corner of Chambers and Centre streets, Borough of Manhattan, New York City. m25,a15

SUPREME COURT—NINTH JUDICIAL DISTRICT.

NINTH JUDICIAL DISTRICT.

WESTCHESTER COUNTY.

Kensico Reservoir, Section No. 12.

Third Separate Report.

In the matter of the application and petition of John A. Bensel, Charles N. Chadwick and Charles A. Shaw, constituting the Board of Water Supply of The City of New York, to acquire real estate for and on behalf of The City of New York, under chapter 724 of the Laws of 1905, and the acts amendatory thereof, in the towns of Harrison and North Castle, Westchester County, New York, for the purpose of providing an additional supply of pure and wholesome water for the use of The City of New York.

PUBLIC NOTICE IS HEREBY GIVEN THAT the third separate report of the Commissioners of Appraisal in the above entitled matter, dated February 9, 1911, filed in the office of the Clerk of the County of Westchester at White Plains, N. Y., on the 17th day of February, 1911, including Parcels Nos. 857, 859, 860, 870, 877, 878, 879, 880, 881, 885, 886, 888, 889, 890, 891, 892, 893, 994, 895, 896, 897, 898, 899, 900A, 900C, 903, 904, 905, 906, 907, 908, 909, and the Ramapo Water Company claim, will be presented to the Supreme Court for confirmation at a Special Term thereof to be held in and for the Ninth Judicial District, at the Court House, White Plains, N. Y., on the 21st day of April 1911, at 10 oclock in the forenoon of that day or as soon thereafter as counsel can be heard, reserving to The City of New York the right to oppose the confirmation of any or all of the awards or recommendations contained in said report.

Dated, March 27, 1911.

ARCHIBALD R. WATSON, Corporation Counsel, Office and Post Office Address, Hall of Records, corner Chambers and Centre Streets, New York City. m31,a21

NINTH JUDICIAL DISTRICT.

WESTCHESTER COUNTY.

Kensico Reservoir, Section No. 3.

Fifth Separate and Final Report.

In the matter of the application and petition of J. Edward Simmons, Charles N. Chadwick and Charles A. Shaw, constituting the Board of Water Supply of The City of New York, to acquire real estate for and on behalf of The City of New York, under chapter 724 of the Laws of 1905, and the acts amendatory thereof, in the Town of North Castle, Westchester County, New York, for the purpose of providing an additional supply of pure and wholesome water for the use of The City of New York.

PUBLIC NOTICE IS HEREBY GIVEN THAT the fifth separate and final report of the Commissioners of Appraisal in the above entitled matter, dated March 24, 1911, filed in the office of the County Clerk of Westchester County at White Plains, N. Y., on the 28th day of March, 1911, including Parcels 120, 126, 127, 136, 138, 139, 174, 177, 179, 188, 193, 194, 195, and the Ramapo Water Company claim, will be presented to the Supreme Court for confirmation at a Special Term thereof, to be held in and for the Ninth Judicial District at the Court House in White Plains, N. Y., on the 21st day of April, 1911, at 10 o'clock in the forenoon of that day or as soon thereafter as counsel can be heard, reserving to The City of New York the right to oppose the confirmation of any or all of the awards or recommendations contained in said report.

Dated March 28, 1911.

ARCHIBALD R. WATSON, Corporation Counsel, Office and Post Office Address, Hall of Records, corner Chambers and Centre Streets, New York City. m31,a21.

NOTICE TO BIDDERS AT SALES OF OLD BUILDINGS, ETC.

TERMS AND CONDITIONS UNDER WHICH BUILDINGS, ETC., WILL BE SOLD FOR REMOVAL FROM CITY PROPERTY.

THE BUILDINGS AND APPURTENANCES thereto will be sold to the highest bidder, who must pay cash or a certified check, drawn to the order of the Comptroller of The City of New York, and must also give a certified check or cash in half the amount of the purchase price as security for the faithful performance of the terms and conditions of the sale. Where the amount of the purchase price does not equal or exceed the sum of $50, the sum of $50 shall be the amount of the security to be deposited. This security may at any time after the expiration of the contract period be applied by the City to the cost of completing any of the work required under the contract, but unfinished at the expiration of the contract period.

The purchaser shall not lease, occupy, cause or permit the building or buildings, etc., purchased by him to be used or occupied for any purpose other than that of their speedy removal, nor shall he collect any rental or other revenue for the use of either the land or the buildings, etc., situated thereon. The breach of either or any of these conditions shall forthwith void the sale and cause immediate forfeiture of the purchase money and the security deposited for the faithful performance of the conditions of the sale. The placing therein or permitting the occupancy of any such building by any tenant tree, for rent or otherwise, excepting the necessary watchmen or the workmen engaged in the actual demolition thereof, shall of itself be a breach of the above conditions of sale.

The sale will be as of the condition of the property on date of delivery thereof to the purchaser. The City of New York will not be responsible for any change or loss which may occur in the condition of the buildings, or their appurtenances, between the time of the sale thereof and the time of delivering possession to the purchaser, after being properly vacated of all tenants. The sale and delivery to purchaser will be made as nearly together as the circumstance of vacating the structures of their tenants will permit.

All the material of the buildings, sheds, walks, structures and cellars of whatsoever nature, with their exterior and interior fixtures, appurtenances and foundations of all kinds, except the exterior walls of the buildings and their foundations and the sidewalks and curb in front of said buildings, extending within the described area shall be torn down and removed from the premises. None of the dirt, debris or waste resulting from demolition shall be allowed to remain on the premises, except old mortar or plaster only, which may be left, but not higher at any point than two feet below the curb opposite that point. The exterior walls and their foundations shall be taken down only to a plane whose elevation shall be the level of the curb in front of the building. Where there is no curb the elevation of the surrounding ground shall be considered curb level. All wells, cesspools, sinks, etc., existing on the property must be filled to the level of the surrounding ground with clean earth.

The purchaser at the sale shall also withdraw and remove all abandoned water taps and old service mains, and in place thereof cause to be inserted a brass plug in the main water pipe in the street, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity, and furnish the Department of Finance with a certificate from the Department of Water Supply, Gas and Electricity that this has been performed.

The purchaser at the sale shall also remove all house sewer connections to the main sewer in the street, and the opening of the main sewer in street shall be properly closed in compliance with the directions of the Bureau of Sewers in the Borough in which the buildings are situated, and furnish the Department of Finance with a certificate from the Bureau of Sewers that the work has been properly performed.

The permit for all opening in the street to be obtained by and at the expense of the purchaser of the building.

Failure to remove said buildings, appurtenances, or any part thereof, within thirty days from the day of possession will work forfeiture of ownership of such buildings, appurtenances, or portion as shall then be left standing, together with all moneys paid by said purchaser on account thereof at the time of the sale, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and The City of New York will, without notice to the purchaser, cause the same to be removed, and the cost and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and must be completed within thirty days from the day of possession, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damage and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of said buildings.

Where party walls are found to exist between buildings purchased by different bidders, the materials of said party walls shall be understood to be equally divided between the separate purchasers.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls are to be taken down and removed. The walls shall be made permanently self-supporting, beamholes, etc., bricked up, and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of adjacent buildings shall be properly flashed and painted and made watertight where they have been disturbed by the operations of the contractor.

The Comptroller of The City of New York reserves the right on the day of sale to withdraw from sale any of the buildings, parts of buildings and machinery included therein, or to reject any and all bids; and it is further

Resolved, That, while the said sale is held under the supervision of the Commissioners of the Sinking Fund, the Comptroller is authorized to cause the sale to be advertised and to direct the sale thereof as financial officer of the City.

PROPOSALS FOR BIDS AND ESTIMATES FOR THE CITY OF NEW YORK.

NOTICE TO CONTRACTORS.

GENERAL INSTRUCTIONS TO BIDDERS.

The person or persons making a bid or estimate for any services, work, materials or supplies for The City of New York, or for any of its departments, bureaus or offices, shall furnish the same in a sealed envelope, indorsed with the title of the supplies, materials, work or services for which the bid or estimate is made, with his or their name or names and the date of presentation to the President or Board or to the head of the Department at his or its office, on or before the date and hour named in the advertisement for the same, at which time and place the estimates received will be publicly opened by the President or Board or head of said Department, and read, and the award of the contract made according to law as soon thereafter as practicable.

Each bid or estimate shall contain the name and place of residence of the person making the same, and names of all persons interested with him 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 is in all respects fair and without collusion or fraud, and that no member of the Board of Aldermen, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of The City of New York is, shall be or become interested, directly or indirectly, as contracting party, partner, stockholder, surety or otherwise in or in the performance of the contract, or in the supplies, work or business to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate that the several matters stated herein are in all respects true.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in The City of New York, or of a guaranty or surety company duly authorized by law to act as surety, and shall contain the matters set forth in the blank forms mentioned below.

No bid or estimate will be considered unless as a condition precedent to the reception or consideration of any proposal, it be accompanied by 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 bond required, as provided in section 420 of the Greater New York Charter.

The certified check or money should not be inclosed in the envelope containing the bid or estimate, but should be either inclosed in a separate envelope addressed to the head of the Department, President or Board, or submitted personally upon the presentation of the bid or estimate.

For particulars as to the quantity and quality of the supplies, or the nature and extent of the work, reference must be made to the specifications, schedules, plans, etc., on file in the said office of the President, Board or Department.

No bid shall be accepted from or contract awarded to any person who is in arrears to The City of New York upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the City.

The contract must be bid for separately.

The right is reserved in each case to reject all bids or estimates if it is deemed to be for the interest of the City so to do.

Bidders will write out the amount of their bids or estimates in addition to inserting the same in figures.

Bidders are requested to make their bids or estimates upon the blank forms prepared and furnished by the City, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the Department for which the work is to be done. Plans and drawings of construction work may also be seen there.