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THE CITY RECORD.

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BOARD OF CITY RECORD,

GEORGE B. McCLELLAN, MAYOR.

FRANCIS K. PENDLETON, CORPORATION COUNSEL. HERMAN A. METZ, COMPTROLLER.

PATRICK J. TRACY, SUPERVISOR.

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PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT,

No. 154 NASSAU STREET, NEW YORK CITY.

CALENDAR OF HEARINGS.

The following hearings will be held during the remainder of the week beginning Monday, November 16, 1908:

Tuesday, November 17—2:30 p. m.—Room 305—Order No. 459.—INTERBOROUGH RAPID TRANSIT CO.—Republican Committee, by David G. McConnell, Complainant.—"Escalator at 155th Street and Eighth Avenue."—Commissioner Eustis.

2:30 p. m.—Commissioner Maltbie's Room—Order No. 808.—NEW YORK EISON CO.—"Alleged cinder nuisance at power house, First Avenue and 38th Street."—Commissioner Maltbie.

2:30 p. m.—Room 305—Order No. 391.—INTERBOROUGH RAPID TRANSIT CO.—Board of Aldermen, Complainant.—"Escalators at 125th Street and Eighth Avenue."—Commissioner Eustis.

3:30 p. m.—Room 305—Order No. 813.—INTERBOROUGH RAPID TRANSIT CO.—Chas. H. Baxter, Complainant.—"Failure of subway trains to stop at Mott Avenue."—Commissioner Eustis.

Wednesday, November 18—2 p. m.—Room 305—Order No. 786.—CENTRAL PARK, NORTH AND EAST RIVER R. R. CO., AND FREDERICK W. WHITRIDGE, RECEIVER OF THE THIRD AVENUE R. R. CO.—"Why Companies should not make joint rate for through transportation of passengers."—Whole Commission.

2 p. m.—Room 305—Order No. 796.—CENTRAL PARK, NORTH AND EAST RIVER R. R. CO., AND FREDERICK W. WHITRIDGE, RECEIVER OF THE FORTY-SECOND STREET, MANHATTANVILLE & ST. NICHOLAS AV. RY. CO. AND OF THE THIRD AVENUE R. R. CO.—"Why Companies should not make joint rate for through transportation of passengers."—Whole Commission.

2:30 p. m.—Order No. 826.—Commissioner Maltbie's Room.—PENNSYLVANIA TUNNEL & TERMINAL R. R. CO. & LONG ISLAND R. R. CO.—The East River Gas Co., Complainant.—"Alleged failure to care for mains of East River Gas Company on Thompson Avenue viaduct."—Commissioner Maltbie.

2:30 p. m.—Room 310—Order 531.—STATEN ISLAND RAPID TRANSIT CO. AND STATEN ISLAND RAILWAY CO.—Fifth Ward Improvement Assn. complainant.—"Passenger rates, etc."—Commissioner McCarroll.

Thursday, November 19—2:30 p. m.—Room 310—Order No. 615.—BROOKLYN UNION ELEVATED RAILROAD CO.—"Compliance with section 1 of Order No. 150 relating to additional station signs on Broadway elevated line."—Commissioner Bassett.

3 p. m.—Room 310—Order No. 828.—CONEY ISLAND AND BROOKLYN RAILROAD COMPANY.—"Compliance with Orders Nos. 134 and 238 relating to circuit breakers."—Commissioner Bassett.

Friday, November 20—2 p. m.—Room 305—Order No. 125.—INTERBOROUGH RAPID TRANSIT CO.—"Block signal system—Subway local tracks."—Chairman Wilcox.

2:30 p. m.—Room 310—Order 700.—NEW YORK, NEW HAVEN & HARTFORD R. R. CO.—South Bronx Property Owners' Association, complainant.—"Unsanitary methods in loading cars in Harlem River Yards."—Commissioner Eustis.

3:30 p. m.—Commissioner Eustis's Room—Order No. 780.—KINGSBRIDGE R. R. CO., AND FREDERICK W. WHITRIDGE, RECEIVER OF THE THIRD AVENUE R. R. CO.—"Operation of Third Avenue cars over tracks of The Kingsbridge R. R. Co."—Commissioner Eustis.

Regular meetings of the Commission are held every Tuesday and Friday at 11:30 a. m.

BOROUGH OF BROOKLYN.

REPORT OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN FOR THE WEEK ENDING OCTOBER 31, 1908.

BUREAU OF PUBLIC BUILDINGS AND OFFICES.

During the week ending October 31, 1908, there were issued twenty-nine orders for supplies and eight orders for repairs by the above Bureau:

Bills aggregating \$14,996.08 were signed by the Commissioner of Public Works and transmitted to the Department of Finance for audit and payment.

BUREAU OF INCUMBRANCES AND PERMITS.

Complaint Department.

Department of Street Cleaning.....	I
Mail.....	5
Office.....	4
Inspectors.....	92
Police Department.....	10
Total.....	112

Classification and Disposal.

Trees and limbs removed.....	15
Inspectors' Department.....	92
Complaints made.....	94
Complaints settled.....	166

Permit Department.

Permits Issued—	
Builders' permits.....	31
Cross walks.....	32
Vault.....	1
Repairs to vaults.....	4
Cement walks.....	26
Driveways.....	2
Gas companies.....	117
Electric companies.....	82
Railroad companies.....	6
Water company.....	1
Special permits.....	151
Total.....	453

Permits Passed—	
Tap water pipes.....	83
Repair water connections.....	44
Sewer connections.....	115
Sewer connection repairs.....	21
Total.....	263

Cashier's Department.

Moneys Received—	
Repaying over water connections.....	\$1,337.90
Repaying over sewer connections.....	744.25
Repaying over electric light connections.....	2,414.10
Inspection of work done by corporations.....	54.00
Extra paying.....	25.94
Redemption of street incumbrances seized.....	4.30
Special pavement.....	310.14
Vault permits.....	164.30
Total.....	\$5,054.93

BUREAU OF SEWERS.

Superintendent's Office, Borough of Brooklyn.

Moneys received for sewer permits..... \$1,381.04

Number of Permits Issued (143)—
For new sewer connections..... 124
For old sewer connections (repairs)..... 19

Requisitions Drawn on Comptroller (13)—
Appropriations \$2,865.09
Funds 38,879.36

Linear feet sewer built, 24-inch to 90-inch..... 110
Linear feet pipe sewer built..... 1,206

Total number of feet sewer built..... 1,316

Number of manholes built.....	1
Number of feet sewer repaired.....	10
Linear feet of pipe sewers cleaned.....	15,850
Linear feet of sewers examined.....	84,400
Number of basins cleaned.....	104
Number of basins examined.....	996
Manhole heads and covers reset.....	1
Manhole covers put on.....	5
Number of basin pans set.....	4
Number of gallons sewage pumped, Twenty-sixth Ward.....	67,744,800
Number of gallons sewage pumped, Thirty-first Ward.....	30,087,407
Cubic feet sludge pumped, Twenty-sixth Ward.....	72,300
Cubic feet sludge pumped, Thirty-first Ward.....	29,436
Complaints examined.....	35

Laboring Force Employed During the Week.

Sewer Repairing and Cleaning—	
Inspectors of Construction	1
Inspectors of Sewer Connections	9
Foremen	3
Inspectors of Sewers and Basins	9
Mechanics	2
Laborers	29
Horses and carts	10

Street Improvement Fund—

Inspectors of Construction	29
Laborers	16

Twenty-sixth Ward Disposal Works—

Laborers	17
----------	----

Thirty-first Ward Sewerage Works, Districts 1 and 3—

Foremen	2
Mechanic	1
Laborers	16

Cleaning Large Brick and Cement Sewers—

Foremen	9
Mechanics	3
Laborers	79
Horses and carts	29

BUREAU OF HIGHWAYS.

Division of Street Repairs.

Force Employed on Repairs to Street Pavements.

Foremen	27
Mechanics	22
Laborers	87
Horses and wagons	16
Horses and carts	12
Teams	13

Work Done by Connection Gangs.

Water and sewer connections repaired	13
Corporations' openings repaired	23
Dangerous holes repaired and made safe	169
Complaints received	223
Defects remedied	101

Work Done by Repair Gangs.

Eight avenue, granite	152
Miscellaneous minor repairs, granite	277
Third street, belgian block	573
St. Johns place, belgian block	131
Williams avenue, belgian block	90
Miscellaneous minor repairs, belgian block	161
Van Brunt street, cobblestone	109
Miscellaneous minor repairs, medina	38

Total, Repair Gangs	1,531
Total, Connection Gangs	315

Grand total

Six-inch concrete laid	152
------------------------	-----

Hauled and Used by Connection and Repair Gangs.

Sand, cubic yards	81
Ashes, loads	77
Rubbish, loads	184

Miscellaneous Work.

One hundred miles street sprinkled; 135 cubic yards stone crushed; repairing Manhattan foot bridge, Ocean avenue; cleaning miscellaneous paved streets	
Total number of square yards repaired	1,846
Linear feet of curbing reset	99
Linear feet of gutter reset	323
Square feet of bridging relaid	230
Square feet of flagging relaid	3,025
Square feet of cement walk	445

Asphalt Plant.

Force at Plant—	
Superintendent	1
Clerk	1
Foremen	2
Engineer	1
Auto. Engineer	1
Strikers	3
Asphalt Workers	5
Laborers	3

No plant product; force making repairs; cleaning, etc.

Force on Street—	
Foremen	2
Engineers	4
Asphalt Workers	12
Laborer	1

No material laid; force making inspections; repair rollers, etc.

Force Restoring Openings—	
Foremen	3
Engineer	1
Asphalt Workers	22
Trocks	1

Square yards concreted	100.3
Cubic yards stone crushed at crusher	244

Force Employed on Macadam and Unimproved Roadways—	
Foremen	7
Steam rollers	3
Mechanics	9
Laborers	31
Horses and wagons	8
Teams	12
Sprinklers	5
Horses and carts	2

Cross and side walks, linear feet	1,350
Dirt roadway repaired and cleaned, linear feet	3,015
Gutter cleaned, linear feet	5,025

Repairs Made to Macadam Roadways	
Sixtieth street, square yards	533
East Fourteenth street, square yards	2,720

Total	3,253
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Hauled and Used by Country Gangs.

Loads	
Filling	48
Ashes	218
Rubbish	263
Filling used in making dangerous holes safe	163

Operations of the Bureau of Buildings, Borough of Brooklyn, for the Week Ending October 31, 1908.

Plans filed for new buildings, brick (estimated cost, \$1,211,000)	207
Plans filed for new buildings, frame (estimated cost, \$204,890)	60
Plans filed for alterations (estimated cost, \$57,980)	97
Building slip permits issued (estimated cost, \$2,315)	42
Bay window permits issued (estimated cost, \$8,095)	44

Violation cases filed	91
Fire escape case filed	1
Unsafe notices issued	5
Violation notices issued	91
Fire escape notice issued	1
Unsafe cases referred to Counsel	2
Violation cases referred to Counsel	28

Operations of the Bureau of Buildings, Borough of Brooklyn, for the Corresponding Week Ending November 2, 1908.

Plans filed for new buildings, brick (estimated cost, \$50,300)	53
Plans filed for new buildings, frame (estimated cost, \$140,845)	47
Plans filed for alterations (estimated cost, \$129,845)	93

BIRD S. COLER, President, Borough of Brooklyn.

BOROUGH OF THE BRONX.

BUREAU OF BUILDINGS.

I herewith submit a report of operations of the Bureau of Buildings, Borough of The Bronx, for the week ending November 7, 1908.

Plans filed for new buildings (estimated cost, \$344,000)	54
Plans filed for alterations (estimated cost, \$9,200)	7
Unsafe cases filed	3
Violation cases filed	30
Unsafe notices issued	11
Violation notices issued	29
Complaints lodged with the Bureau	10
Number of pieces of iron and steel inspected	426

P. J. REVILLE, Superintendent.

John H. Hinan, Chief Clerk.

BOROUGH OF THE BRONX.

In accordance with the provisions of section 1546, chapter 378, Laws of 1897, as amended by chapter 466, Laws of 1901, section

BOARD OF ESTIMATE AND APPORTIONMENT.

(PUBLIC IMPROVEMENT MATTERS.)

Minutes of meeting of Board of Estimate and Apportionment, City of New York, held in Room 16, City Hall, Friday, October 23, 1908.

The Board met in pursuance of an adjournment.

Present—George B. McClellan, Mayor; Herman A. Metz, Comptroller; Patrick F. McGowan, President, Board of Aldermen; John F. Ahearn, President, Borough of Manhattan; Bird S. Coler, President, Borough of Brooklyn; Louis F. Haffen, President, Borough of The Bronx; Lawrence Gresser, President, Borough of Queens, and George Cromwell, President, Borough of Richmond.

The Mayor, Hon. George B. McClellan, presided.

The minutes of the meeting held September 25, 1908, were approved as printed.

FINANCIAL STATEMENT.

The following report from the Engineer was ordered printed in the minutes and placed on file:

FINANCIAL STATEMENT B-37.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
October 19, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—I beg to submit the following tabular statement showing the estimated cost of local improvements and the number of opening proceedings for each Borough, and total for all Boroughs, authorized by the Board of Estimate and Apportionment since January 1, 1907:

Surface and Subsurface Improvements Authorized in 1907 and 1908.

Borough.	Surface Improvements.				Sewer Improvements.			
	Total, 1907.		1908, to Date.		Total, 1907.		1908, to Date.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Manhattan.....	19	\$198,500.00	12	\$89,500.00	18	\$162,500.00	11	\$73,500.00
Brooklyn.....	250	1,372,700.00	22	650,500.00	211	809,300.00	39	575,600.00
The Bronx.....	77	2,337,800.00	12	218,000.00	49	1,152,400.00	39	310,400.00
Queens.....	29	518,000.00	10	142,000.00	29	129,400.00	14	47,000.00
Richmond.....	16	53,700.00	—	—	14	283,350.00	5	58,000.00
Total.....	500	\$6,477,600.00	108	\$1,161,800.00	222	\$2,538,950.00	98	\$1,058,600.00

Total Physical Improvements and Street and Park Opening Proceedings Authorized in 1907 and 1908.

Borough.	Physical Improvements.				Street and Park Opening Proceedings.			
	Total, 1907.		1908, to Date.		1907.		1908, to Date.	
	No.	Amount.	No.	Amount.	Number of Streets and Parks Affected.	Number of Proceedings.	Number of Streets and Parks Affected.	Number of Proceedings.
Manhattan....	38	\$361,000.00	23	\$163,400.00	21	13	10	5
Brooklyn....	270	2,182,000.00	111	1,226,400.00	39	33	108	55
The Bronx....	126	3,492,200.00	43	1,529,000.00	83	43	56	29
Queens....	58	644,300.00	24	183,000.00	57	32	31	11
Richmond....	30	357,050.00	5	58,000.00	4	2	2	2
Total....	522	\$7,016,550.00	206	\$2,160,400.00	204	126	187	102

* Resolutions aggregating \$443,900 rescinded, but not deducted.

† Resolutions aggregating \$12,700 rescinded, but not deducted.

‡ Resolutions aggregating \$456,600 rescinded, but not deducted.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

SITE FOR HENRY HUDSON MEMORIAL BRIDGE, MANHATTAN AND THE BRONX.

In the matter of the application of the Commissioner of Bridges for the approval of lands selected by him as a proposed site for the Henry Hudson Memorial Bridge, Boroughs of Manhattan and The Bronx, the following communication from the Public Service Commission was presented, acknowledging service of notice of hearing in accordance with the provisions of chapter 134 of the Laws of 1908:

STATE OF NEW YORK,
PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT,
NEW YORK, October 16, 1908.

JOSEPH HAAG, Esq., Secretary, Board of Estimate and Apportionment, No. 277 Broadway, New York City:

DEAR SIR—Receipt is hereby acknowledged of your letter of the 9th inst., received on that date, enclosing certified copy of the resolution adopted by your Board, setting the 23d day of October for the hearing on the location of a site for the Henry Hudson Memorial Bridge and the approaches thereto.

Very truly yours,

TRAVIS H. WHITNEY, Secretary.

Nobody appearing in favor of or in opposition to the application, the hearing was closed.

The following communication from the Public Service Commission and report of the Engineer were then presented:

STATE OF NEW YORK,
PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT,
NEW YORK, October 20, 1908.

JOSEPH HAAG, Esq., Secretary, Board of Estimate and Apportionment, No. 277 Broadway, New York City:

DEAR SIR—I beg to acknowledge receipt of your communication of October 8, relative to the hearing to be held October 23, 1908, upon application of the Commissioner of Bridges for the approval of the site for the Henry Hudson Memorial Bridge and the approaches thereto.

The Commission has examined the plans transmitted, particularly as to their relation to future rapid transit lines. As yet no rapid transit route has been planned by this Commission or its predecessors which would utilize this structure, but it is quite possible that at some future time a route would be projected along Fort Washington avenue across the Inwood Viaduct and over the Harlem Ship Canal by way of this bridge. We are informed that the plans for the Inwood Viaduct provide for a four-track subway, and it would seem wise that if the Hudson Memorial Bridge is to be constructed, provision should be made for the continuation of such a route on the Hudson Memorial Bridge, and that the approaches thereto should be such as to make practicable proper construction and operation. However, the construction of a rapid transit route in this locality is so far in the future, and the needs of other sections of the City are so much more pressing, that the construction of this bridge, as a portion of the rapid transit system, is not urgent and might well be delayed for a long time to come.

Very sincerely,

W. R. WILLCOX, Chairman.

REPORT NO. 6225.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
October 16, 1908.

HON. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

SIR—At a meeting of the Board of Estimate and Apportionment held on October 9, 1908, a resolution was adopted fixing October 23, 1908, as the date for hearing the Public Service Commission of the First District in the matter of the application of the Commissioner of Bridges for the approval by the Board of Estimate and Apportionment of a map showing lands lying within the limits of the Boroughs of Manhattan and The Bronx, which had been selected by him as a site for the proposed Henry Hudson Memorial Bridge, and at the same time the matter was referred to the Engineer for report.

The records of the Board of Estimate and Apportionment show that issues of Corporate Stock to the extent of \$3,000,000 have already been authorized for the purchase of land and for the construction of the Henry Hudson Memorial Bridge; that on April 5, 1907, a map was approved showing the lands to be acquired for construction; that on November 8, 1907, a map was adopted providing for including upon the City plan the bridge together with the lands adjacent thereto and which were required for construction; and that at the meeting of June 12, 1908, the Corporation Counsel advised that, pursuant to chapter 134 of the Laws of 1908, the proceeding for acquiring title should be instituted under the provisions of chapter 21 of the Charter, after the approval by the Board of Estimate and Apportionment of a map presented by the Commissioner of Bridges showing the lands required, ten days' notice having been previously given to the Public Service Commission of the intention to institute such a proceeding. The Corporation Counsel also advised at this time that the awards for the lands taken should be paid out of the fund specially created for the purpose.

In the application now made by the Commissioner of Bridges it is stated that the property selected by him is shown upon the map approved by the Board of Estimate on November 8, 1907, and that it is desired to acquire the fee of all the land, with the exception of that which is already owned by the City or by the United States Government, and lands owned by the Spuyten Duyvil and Port Morris Railroad Company and used for railroad traffic, in which latter an easement is desired.

In the report previously presented it has been pointed out that the property to be taken extends from a point on Inwood Heights about opposite the prolongation of West Two Hundred and Sixteenth street to a point on Spuyten Duyvil Heights located near the intersection of Independence avenue and West Two Hundred and Twenty-seventh street, the strip having a total length, including the river crossing, of about 3,300 feet and a general width of 300 feet. Most of the land to be acquired has not been subdivided, making it impossible to present an exact statement of its assessed valuation, but an analysis of values of property in the vicinity would indicate that it could be fairly estimated for assessment purposes as having a value of about \$150,000, this including the buildings.

I see no reason why the map should not be approved and the opening proceeding instituted, and would recommend such action.

The provision of a southerly approach to this bridge through the Borough of Manhattan is shown upon a map now before the Board of Estimate awaiting consideration, and a tentative plan has been submitted by the President of the Borough of The Bronx providing for connecting the bridge with the street system heretofore laid out within the limits of that Borough.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

On motion of the Comptroller, the matter was laid over until the return of the Chief Engineer, in order to obtain more details on the subject.

LAVING OUT AND FIXING GRADES FOR A STREET SYSTEM WITHIN THE AREA DESIGNATED ON THE FINAL MAPS OF THE BOROUGH OF QUEENS AS SECTIONS 1, 12, 13, 14, 15, 16, 28, 29, 30 AND 31.

In the matter of the proposed laying out and fixing of grades for a street system within the area designated on the final maps of the Borough of Queens as Sections 1, 12, 13, 14, 15, 16, 28, 29, 30 and 31, affidavit of publication was presented showing that the matter had been duly advertised; also affidavits showing that notice of the hearing had been served upon the Long Island Railroad Company and upon the Brooklyn Rapid Transit Company.

Nobody appearing in favor of or in opposition to the proposed changes, the hearing was closed.

The following were then presented:

LONG ISLAND RAILROAD COMPANY,
LAW DEPARTMENT, NO. 128 BROADWAY,
NEW YORK, October 8, 1908.

JOSEPH HAAG, Esq., Secretary, Board of Estimate and Apportionment, No. 277 Broadway, New York City:

DEAR SIR—On October 2 there was served on Mr. Frank E. Haff, Secretary of the Long Island Railroad Company, a notice of which the following is a copy:

"Please take notice that a public hearing will be held before the Board of Estimate and Apportionment of The City of New York on Friday, October 23, 1908, at 10:30 o'clock in the forenoon, in Room 16, City Hall, Borough of Manhattan, in the matter of laying out and fixing grades for a street system within the area designated on the final maps of the Borough of Queens as Sections 1, 12, 13, 14, 15, 16, 28, 29, 30 and 31."

"A hearing will be given to the Long Island Railroad Company as to the necessity for certain streets shown upon Sections 1, 12, 13, 14, 15, 16, 28, 29, 30 and 31 crossing the tracks of the said Company."

"Dated September 30, 1908.

"JOSEPH HAAG,

"Secretary, Board of Estimate and Apportionment,
"To the Long Island Railroad Company."

I assume that the service of this notice is an attempt on the part of the City to comply with the provisions of section 61 of the Railroad Law. If such be the case, I beg to advise you that the Long Island Railroad Company in no way recognizes the service of said notice as a compliance with the provisions of said section, and that it considers such notice and the service thereof as improper, illegal and void.

If the service of the notice, however, was but a courtesy in calling the company's attention to a matter in which it might be interested, I thank you for the courtesy.

This letter is written without prejudice to the legal rights of the Long Island Railroad Company in the premises.

Respectfully yours,

J. F. KEANY, Attorney.

CHIEF ENGINEER'S OFFICE, BOARD OF ESTIMATE AND APPORTIONMENT,
DIVISION OF PUBLIC IMPROVEMENTS,

October 12, 1908.

JOSEPH HAAG, Esq., Secretary, Board of Estimate and Apportionment:

Sir—Before streets can be laid out, opened or improved across the tracks of a steam railroad, the Corporation Counsel has advised that it is necessary to conform with the requirements of the Railroad Law. That the present Railroad Law is impracticable is shown by the failure to carry out opening proceedings affecting streets crossing railroads, with very few exceptions.

An effort was made to secure an amendment of the law at the last session, but the matter was taken up too late to obtain any result. In the mean time the negotiations which had been carried out with the Long Island Railroad Company and with the Brooklyn Rapid Transit Company warranted the belief that it would be practicable to enter into an agreement whereby the ultimate position of their railroad with reference to the street system could be determined upon and at the same time provision made for vesting title whenever an improvement was carried out, the Railroad Law to be applied only at that time. In this way it was expected to secure a street plan which the Railroad Companies would respect, and which would be such as to avoid unnecessary damage when the grade crossings were removed.

There has been a difference of opinion between the Corporation Counsel and the attorneys of the railroad companies as to the interpretation of the Railroad Law, the latter having held that it could only be applied in connection with the opening of a street. The inability to reach an agreement in the matter of the Maspeth maps has led to the recommendation that the matter be submitted to the Public Service Commission in the manner we understand to be provided by the Railroad Law and after giving a hearing to both the companies affected. The date set for this hearing is October 23, 1908, and on October 2 last, notice was served on the Long Island Railroad Company that they would be given an opportunity to be heard on the question of necessity. Herewith I am returning a letter addressed to you under date of October 8, 1908, by the counsel of the railroad company, advising that they do not consider this notice a compliance with the provisions of the Railroad Law. I understand that their objection is based upon their heretofore expressed belief that the law does not relate to the mapping of streets, and I assume that this point will be the basis of their opposition to the adoption of the map by the Board of Estimate and Apportionment, and also before the Public Service Commission when the matter is submitted to that body for its consideration.

There is no question but that the services of the Corporation Counsel's office will be required in this matter, and I beg to suggest that a copy of Mr. Keany's letter be sent to Mr. Dunn, who has heretofore advised us as to the procedure to be followed, and with the request that he attend the meeting of October 23 to advise the Board in case any question is raised as to the legality of the proposed proceeding.

I might add that this is the first case of the kind of any magnitude which has been considered by the Board, and that it is hoped to hereafter follow a similar procedure so that when a map is adopted it be made binding upon all interests affected. It is also believed that the application of the Railroad Law in so far as it relates to the fixing of the position of both streets and railroads can only logically be made in connection with the map, as the treatment at one street must likewise have an important influence upon the treatment of all of the adjoining streets within the area affected. The consideration of such effect cannot be given, if, as has heretofore been the case, the Railroad Law is applied in connection with street opening proceedings and this fact is probably largely responsible for the lack of progress heretofore made.

Respectfully yours,

ARTHUR S. TUTTLE, Engineer in Charge.

October 12, 1908.

Hon. FRANCIS K. PENNOCK, Corporation Counsel:

Sir—I beg to inclose herewith a copy of communication addressed to me by Mr. Joseph F. Keany, attorney for the Long Island Railroad Company, under date of the 8th inst., in relation to a notice of a public hearing served upon the Secretary of said railroad company in the matter of laying out and fixing grades for a street system within the area designated on the final maps of the Borough of Queens, known as Sections 1, 12, 13, 14, 15, 16, 28, 29, 30 and 31, crossing the tracks of said company.

This notice of hearing was served to comply with the provisions of the Railroad Law and Mr. Keany in his communication states that the railroad company in no way recognizes the service of said notice as a compliance with said statute, etc.

Mr. Arthur S. Tuttle, Assistant in charge of the Division of Public Improvements of the Board of Estimate and Apportionment, in a communication on this subject, dated the 12th inst., suggests that a copy of Mr. Keany's letter be sent to the Law Department for reference to Mr. John P. Dunn, who has heretofore advised this Board as to the procedure to be followed in this matter, with the request that Mr. Dunn be authorized to attend the meeting of the Board of Estimate and Apportionment to be held October 23, to advise the Board in case any question is raised as to the legality of the proposed procedure.

I inclose also a copy of Mr. Tuttle's communication and would request that Mr. Dunn of your department attend the meeting of the Board to be held October 23, 1908.

Yours very truly,
(Signed) JOSEPH HAAG, Secretary.

LONG ISLAND RAILROAD COMPANY,
LAW DEPARTMENT, NO. 128 BROADWAY,
NEW YORK, September 8, 1908.

Mr. ARTHUR S. TUTTLE, Engineer in Charge, No. 277 Broadway, New York City:

MY DEAR SIR—I beg to acknowledge receipt of your letter of September 4, on the subject of the form of draft for the proposed agreement between the railroad company and the City relative to the street lay-out and the question of grades in certain sections of the Borough of Queens. I regret as much as you do that we do not seem to be getting together on the form of an agreement, but, as stated in my previous letter, unless the essentials of this agreement can be stated now with definiteness and precision the railroad company cannot afford to enter into an agreement. If, however, the Assistant Corporation Counsel in charge of the matter will not recommend the execution of an agreement covering this subject in any other form than that prepared by him, I am free to say we cannot accept it. I do not, however, regard the time which has been devoted to this subject as lost or wasted, and believe it has done us both good, even though we have failed in our efforts to reduce the matter to a formal agreement.

Thanking you for your courteous treatment in the matter, I am

Very truly yours,
JOSEPH F. KEANY, Attorney.

September 9, 1908.

JOSEPH F. KEANY, Esq., Attorney, Long Island Railroad, No. 128 Broadway, New York City:

MY DEAR SIR—I beg to acknowledge the receipt of your favor of the 8th inst. relative to the proposed agreement in the matter of railroad crossings. From your letter I judge that I have given you the impression that our Law Department was

unwilling to make any concessions, and that it had assumed an arbitrary position in the matter. I wish to correct at once any such impression.

It is my understanding that the form of agreement which the Corporation Counsel has prepared is, to all intents and purposes, identical with the one originally suggested by yourself and Mr. Woody, with the sole exception of the clause providing for a distribution of the expense of the improvement in the method prescribed by the present Railroad Law, and the clause limiting the right of the City to actually construct streets which may be included in the maps in which the agreement relates.

The only legal right which the City has to incur indebtedness for the construction of a crossing is based upon the Railroad Law, which, as you know, places 50 per cent. of the cost of the work upon the municipality in the case of a new crossing and 25 per cent. of the cost of the removal of an existing grade crossing. For the latter improvement another 25 per cent. of the expense is to be borne by the State, while the remaining expense, either for the new crossing or the removal of a grade crossing, is assumed by the railroad company. The experience of the past would seem to indicate that there would be no contribution from the State for improvements of this character within the limits of The City of New York, and it is therefore evident that the law as it now stands is an impracticable one in so far as it relates to the removal of grade crossings.

It was hoped that a bill could be agreed upon between the City and the railroad companies interested which would amend the Railroad Law in such a way as to make it a practicable one. The matter, however, was taken up too late in the last session of the Legislature, and nothing has yet been accomplished, although it is the hope of this office that something can be done during the next session. If the law should later replace the proportion of the cost to be borne by the City, there would be no way to carry out the agreement which you ask for, as the City would be without any power to incur the additional debt.

The Corporation Counsel therefore advised that the payment contemplated by the clause suggested by you could not in some cases be made under the present law, and that if the law should later be amended as desired it would be an illegal one unless the Legislature should ratify the arrangement you propose.

I understand from you that the second clause which had been objected to by the Corporation Counsel was requested to permit your company to carry out improvements which would not conform with the street system as now planned. An effort has been made to include in the maps now under consideration all reasonable facilities for future railroad improvements, and all of the requests made by your engineering department for the adjustment of the street lines to meet these needs have been given full consideration, and I understand that there is practically no complaint on this score. The clause suggested is somewhat vague, but it would appear that the intent was to make it possible to mutilate the street plan in case the railroad company found it advantageous to violate it, and for that reason the provision would seem to nullify what it is desired to accomplish.

The further changes which you now suggest I do not believe are of serious consequence, but owing to the absence of most of the staff of the Law Department who have been in any way connected with the negotiations the acceptance or discussion of them would require a delay of several weeks to secure an official consideration.

It seems to me that if the railroad company is disposed to co-operate with the City in carrying out the improvements desired by both interests and to their mutual advantage, it should be possible to reach an understanding on both of the points concerning which an issue has been raised. I am sure that you will agree with me when I say that no matter how many agreements we may make, no substantial progress can be accomplished in securing practical results until the Railroad Law is amended, and I beg to ask if the entire matter could not be cleared up by the execution of the agreement as sent you by the Corporation Counsel, and by at once starting negotiations for drafting a bill for submission to the Legislature which would cover not only the two points which have brought our progress to a halt, but also the further details requisite to enable us to carry out the improvements in a practicable way.

I quite agree with you that we have made considerable progress in reaching a better understanding as to the whole situation, but I regret that you have so far not seen your way clear to agree with me concerning the merits of the two points at issue.

Yours very truly,

ARTHUR S. TUTTLE, Engineer in Charge.

September 8, 1908.

CHARLES L. WOODY, Esq., Assistant General Counsel, Brooklyn Rapid Transit Company, No. 85 Clinton Street, Brooklyn, N. Y.:

DEAR SIR—On July 30 last you advised me that as soon as a form of agreement covering the treatment of the street system in the vicinity of railroads had been determined upon you would be prepared to advise relative to the treatment of Foster avenue, East Ninety-sixth street, West Nineteenth street, West Thirtieth street and West Thirty-first street.

As you doubtless know, the form which I understood was prepared by Mr. Keany and yourself, was submitted to the Corporation Counsel and was amended by him in two particulars, which he deemed necessary to make it meet legal requirements. The agreement was later forwarded to Mr. Keany, and he has expressed a desire to have these two clauses retained. Under these conditions I do not see how it will be possible for us to reach a settlement with his company, except through the Public Service Commission. I have delayed writing you in the matter until the negotiations with the Long Island Railroad could take some definite shape, but I do not see that there is now any occasion for further postponing a decision as to the position which your company will take relative to the agreement. I am therefore enclosing a copy in the form prepared by the Corporation Counsel, with the sole exception of the omission of the name of the corporation and map affected.

Will you kindly inform me at the earliest date practicable whether the Brooklyn Rapid Transit Company will care to enter into the agreement proposed. In any event, I believe it would be desirable for all interests to determine upon the method best adapted to make the railroad and street plans conform in all of these cases, as well as in the matter of the streets affected by the Maspeth final maps, which include your Lutheran Cemetery Branch.

Yours very truly,

ARTHUR S. TUTTLE, Engineer in Charge.

BROOKLYN RAPID TRANSIT COMPANY,
No. 85 CLINTON STREET,
BROOKLYN, N. Y., October 6, 1908.

Mr. ARTHUR S. TUTTLE, Engineer in Charge, Board of Estimate and Apportionment, No. 277 Broadway, New York:

DEAR SIR—Your letter of September 8, 1908, addressed to me has not been answered because I have been away on my vacation, and only returned last week, when the same was called to my attention. In reply to the same will say:

First—Our people, I know, would feel inclined to take the position the Long Island Railroad Company has taken as to the two clauses mentioned in your letter.

Second—The more we have considered it the more impossible we find it to reach a general agreement. We think that each situation or each locality where we are affected would involve a different agreement, and that an agreement as to one would apply as to the others only in a few things. Hence we think it is best to take up with you each locality separately.

We have received your notice with reference to the hearing before the Board of Estimates on October 23, and we have written requesting our engineer to take up this locality with you personally, and see if you and he can't get together on a satisfactory understanding. Apologizing for not answering sooner, I am

Yours truly,

CHAS. L. WOODY, Assistant General Counsel.

The following form of agreement was prepared by the Corporation Counsel for execution by the railroad companies and the City for definitely fixing the position and grade of all streets and railroads at these intersections:

This agreement, made and entered into on the day of , 1908, between , a railroad corporation organized and existing under and by virtue of the laws of the State of New York, hereinafter

referred to as **the City**, and The City of New York, hereinafter referred to as the "City," a municipal corporation organized and existing under the laws of the State of New York, witnesseth:

Whereas, The President of the Borough of **the Bronx**, in compliance with the provisions of the Greater New York Charter, as amended, has prepared a map of portions of that Borough; and

Whereas, The President of the Borough of **the Bronx**, has submitted to the Board of Estimate and Apportionment, for its adoption, a proposed plan or map of streets, avenues and highways, some of which cross the railroad tracks of the **Railroad Company**, as shown on

of said map, a copy of which is herein annexed and made part of this agreement; and

Whereas, The **Railroad Company** will fix and determine for the present as well as for the future the grades of its railroad tracks so as to conform to the proposed grade of the streets, avenues and highways as shown upon the said map; and

Whereas, The parties hereof, for the purpose of avoiding future litigation and delay and to facilitate the City in its development of its street system, and for their mutual advantage, and for the purpose of avoiding unnecessary damages by reason of change of grade or by reason of the intended regulation of said streets, avenues or highways, by establishing the grade of the railroad tracks, and the grades of the streets, avenues and highways, and for the purpose of avoiding unnecessary changes in either the grade of the railroad or the grades of the streets, avenues or highways across said railroad, and so as to establish uniform grades of streets, avenues and highways and of the railroad tracks and crossings of such streets over or under such tracks or at grade.

Now therefore, in consideration of the premises and the performance of the mutual and concurrent covenants hereof, the parties hereto do mutually agree to and with each other, as follows:

The City of New York covenants and agrees that it will establish the grades of streets, avenues and highways as shown on **the map**, heretofore annexed, wherever the same show street crossings either over or under the tracks of the Railroad Company, or at grade.

The said City further covenants and agrees that whenever it may be ready to acquire title to the streets, avenues or highways shown on said map, said streets, avenues or highways shall be opened by a proceeding to acquire title to the lands in said streets, avenues or highways on either or both sides of said railroad right of way, and that the said streets, avenues or highways shall not be opened and carried across the railroad company's right of way in said proceeding. And that when said City shall improve or grade said streets, avenues or highways, it will make the grade of said streets, avenues or highways conform to the grades established upon the aforesaid map.

The said City further covenants and agrees to give said Railroad Company such statutory notice as may be required by law upon the question of the necessity of carrying each of said streets, avenues or highways across its tracks, in the event of its desiring to so carry any of said streets, avenues or highways across said railroad right of way or property.

And the **Railroad Company**, for itself, its successors and assigns, does hereby covenant and agree that, if The City of New York, acting by its Board of Estimate and Apportionment, shall adopt and establish the grades as shown on the final sections of the general map or plan hereinbefore referred to, that

First—Said Railroad Company will accept said grades.

Second—That said Company, if it changes the grade of its tracks within the limits of its railroad right of way, as indicated on the aforesaid map, will make such grade conform to the grade of said right of way, as shown on said map, at its intersection with the proposed streets, avenues or highways as shown thereon; provided, however, that the City has not in the meantime changed the established grade of any street, avenue or highway so as to affect the established grade at the location of the railroad tracks or right of way; and if said City does so change the grade without the consent of the Railroad Company, then in that event, the Railroad Company shall, at its option, be released from each and every part of this agreement.

Third—Said Company agrees that after the final determination as to the necessity for carrying any of said streets, avenues or highways across the right of way, or property of said Railroad Company, as provided in the Railroad Law, it will not oblige said City to institute a condemnation proceeding to acquire the property required to carry said streets, avenues or highways across its tracks, but, on the contrary, it will grant or convey to said City an easement or right for a nominal consideration to make such crossing after the manner in which the same shall be made has been determined by the Public Service Commission, as required by law.

It is mutually covenanted and agreed by and between the parties hereto that the cost and expense of carrying any of said streets, avenues or highways across said Railroad Company's tracks or property shall be divided between the parties hereto in the proportion prescribed by the Railroad Law as in force at the time when the crossing is constructed.

It is mutually covenanted and agreed that this agreement shall not in any way constitute or be construed as a waiver of any rights now vested in the Railroad Company under the law to object to and contest the necessity for the opening or construction of any street, avenue or highway as shown on said map across the tracks or property of said Railroad Company.

In witness whereof **the Railroad Company** has caused its corporate seal to be hereto affixed and this instrument to be signed by its President and attested by its Secretary, and The City of New York, acting by its Board of Estimate and Apportionment, has caused its corporate seal to be hereunto affixed and duly attested and this instrument to be signed by its Mayor the day and year first above written.

THE CITY OF NEW YORK,

By **John F. Ahearn**, Mayor.

Approved as to form:

Corporation Counsel.

By **John F. Ahearn**, President.

Attest:

John F. Ahearn, Secretary.

Approved as to form:

Attorney for said Company.

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

On this **17** day of **November**, 1908, before me personally came **George B. McClellan**, to me personally known and known to me to be the Mayor of The City of New York, who, being by me duly sworn, did depose and say that he resides in the Borough of Manhattan, City of New York; that he is the Mayor of the said City of New York, and knows the corporate seal thereof; that the seal affixed to the foregoing instrument is the corporate seal of The City of New York, and was affixed thereto by authority of the Board of Estimate and Apportionment of the said City, and that he signed his name thereto by the like authority as Mayor or said City.

Notary Public, New York County, New York.

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

On this **17** day of **November**, 1908, before me personally came **P. Joseph Scully**, to me personally known, who, being by me duly sworn, did depose and say that he resides in The City of New York; that he is the City Clerk of The City of New York; that the seal affixed to the foregoing instrument is the corporate seal of The City of New York, and was so affixed by due authority.

Notary Public, New York County, New York.

City of New York, State of New York, County of **the Bronx**, ss.:

On this **17** day of **November**, 1908, before me personally came **Alderman McDonald**, to me personally known, and known to me to be the president of the **Railroad Company**, the corporation described in and which executed the fore-

going instrument, who, being by me duly sworn, did depose and say, that he resides in **the Bronx**, that he is the President of the said **Railroad Company**, and knows the corporate seal thereof, that the seal affixed to the foregoing instrument is the corporate seal of said company and was affixed thereto by authority of the Board of Directors of said company, and that he signed his name thereto by like authority as President.

Notary Public.

City of New York, State of New York, County of **the Bronx**, ss.:

On this **17** day of **November**, 1908, before me personally came **Mr. John P. Dunn**, to me personally known, who, being by me duly sworn, did depose and say, that he resides at **the Bronx**, that he is the Secretary of the **Railroad Company**, the corporation described in and which executed the foregoing instrument; that the seal affixed to the foregoing instrument is the corporate seal of said company, and that the same was affixed thereto by authority of the Board of Directors, and that he signed his name thereto by like authority as Secretary of said company.

Notary Public.

Mr. John P. Dunn, Assistant Corporation Counsel in charge of the Bureau of Street Openings, Borough of Manhattan, appeared on behalf of the Corporation Counsel and suggested that the matter should be referred to a Select Committee with instructions to examine the various proposed railroad crossings, and report its conclusions thereon to the full Board. Mr. Dunn stated that the purpose of having a report of the Select Committee as to the necessity for these railroad crossings is to have placed upon the record a basis for any action the Board may see fit to take, this record to be used in any legal proceeding that may result therefrom.

On motion of the President of the Board of Aldermen, the entire matter was referred to a Select Committee, consisting of the President of the Board of Aldermen, the Comptroller and the President of the Borough of Queens, for the purposes suggested by Mr. Dunn.

LAVING OUT A PUBLIC PLACE BOUNDED BY WEST ONE HUNDRED AND SIXTY-FIFTH STREET, AUDUBON AVENUE, CROTON STREET AND AMSTERDAM AVENUE, MANHATTAN.

The following resolution of the Local Board of the Washington Heights District, Borough of Manhattan, and report of the Engineer were presented:

In the Local Board of the Washington Heights District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Manhattan; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the **CITY RECORD** that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Washington Heights District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby recommend to the Board of Estimate and Apportionment an alteration of the map or plan of The City of New York, by laying out thereon for use as a public place the plot of ground bounded by One Hundred and Sixty-fifth street, Croton street, Audubon avenue and Amsterdam avenue, as shown on accompanying diagram; and it is hereby further

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Washington Heights District on the 10th day of June, 1908, all the members present voting in favor thereof.

Attest:

John F. Ahearn, Secretary.

Approved this 10th day of June, 1908.

JOHN F. AHEARN,

President of the Borough of Manhattan.

REPORT No. 6012

BOARD OF ESTIMATE AND APPORTIONMENT, OFFICE OF THE CHIEF ENGINEER, August 5, 1908.

Hon. **George B. McClellan**, Mayor, Chairman of the Board of Estimate and Apportionment:

SIR—Herewith is transmitted a resolution of the Local Board of the Washington Heights District, Borough of Manhattan, adopted on June 9, 1908, recommending a change in the City map by laying out as a public place the area bounded by West One Hundred and Sixty-fifth street, Audubon avenue, Croton street and Amsterdam avenue.

The parcel of land described in this resolution is triangular in shape and has a frontage of 370 feet on West One Hundred and Sixty-fifth street, 60 feet on Audubon avenue and 375 feet on Croton street, and comprises an area of about 11,000 square feet. The land is occupied by three old frame dwellings and a four-story brick building. The books of the Department of Taxes and Assessments show that for 1907 the assessed valuation of the land was \$37,800, while that for the buildings was \$5,200, making a total assessed valuation for the tract of \$43,000.

Croton street is evidently a very old highway which has been omitted from the City plan. The roadway is ungraded at the present time, but serves as an outlet for eight two-story frame houses located on the northerly side, of which all seem to be in need of repairs. A three-story frame building fronting upon Amsterdam avenue apparently encroaches upon the street lines.

The petition for the map change bears the signatures of a large number of property owners having frontage upon Croton street and West One Hundred and Sixty-fifth street, and their request for laying out this area as a public park is evidently based largely upon the desire to give the property on the northerly side of Croton street frontage upon a highway, although the resolution does not provide for placing Croton street upon the City map. The area is sufficiently large to warrant its designation as a public park, if it were to be placed upon the City map, and its location is only one block distant from the High Bridge Park, which has already been acquired.

I see no objection to the map change, if it were made to include the laying out of Croton street, and if it were to be understood that the cost of the proceeding for acquiring title would be borne by the property owners in the immediate vicinity and for whose benefit the change is requested, although I believe that it is very doubtful if the advantage which would result from the improvement would warrant the great expense involved. It is therefore recommended that the resolution be referred back to the President of the Borough with the suggestion that it be amended by describing the improvement as the laying out as a public park and by providing for the placing of Croton street upon the City map, and that before it is again considered by the Board of Estimate and Apportionment the Local Board be requested to adopt a resolution recommending the acquisition of title with the understanding that the entire cost would be placed upon property in the immediate vicinity.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

Alderman McDonald appeared in favor of the proposition.

On motion, the matter was referred to the President of the Borough of Manhattan.

CHANGING THE GRADE OF EAST SEVENTY-SIXTH STREET, BETWEEN AVENUE A AND EXTERIOR STREET, MANHATTAN.

The following report of the Engineer was presented:

REPORT No. 6216.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
October 14, 1908.

HON. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

SIR.—At a meeting of the Board of Estimate and Apportionment, held on June 26, 1908, a hearing was given in the matter of a change in the grade of East Seventy-sixth street, between Avenue A and Exterior street, Borough of Manhattan, and at the request of the President of the Borough action upon the resolution which was presented was deferred.

In the original report upon this change it was shown that it was proposed to fix a sidewalk grade on the southerly side of the street and for a distance of about 150 feet west of Exterior street at an elevation above that proposed for the street, the object being to avoid damage to the Settlement House occupying the adjacent property. The other changes were intended to reduce the damage to the remaining property fronting upon this block through the easterly half of its length, and all of them had been approved by the Commissioner of Parks acting under the provisions of section 612 of the Charter.

The Corporation Counsel advised that there was some question as to the power of the Park Commissioner, but that until after it had been determined by litigation it would not be advisable to carry out a grading improvement which was authorized in 1904, unless the changes proposed by the Commissioner should be legalized. Under these conditions the approval of the plan was recommended.

The Borough President has now informally requested that the matter be again placed upon the calendar for consideration, and in view of the conditions noted its approval is again recommended.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

Whereas, At a meeting of this Board, held on the 12th day of June, 1908, resolutions were adopted proposing to change the map or plan of The City of New York so as to change the grade of East Seventy-sixth street, between Avenue A and Exterior street, in the Borough of Manhattan, City of New York, and appointing a hearing at a meeting of this Board to be held on the 26th day of June, 1908, at 10:30 o'clock a. m., at which meeting such proposed action would be considered by this Board, and requesting a notice to all persons affected thereby, of the aforesaid time and place at which such proposed action would be considered, to be published in the CITY RECORD for ten days prior to the 26th day of June, 1908; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that the aforesaid resolutions and notice have been published in the CITY RECORD for ten days prior to the 26th day of June, 1908; and

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

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest to change the map or plan of The City of New York by changing the grade of East Seventy-sixth street, between Avenue A and Exterior street, in the Borough of Manhattan, City of New York, does hereby favor the same so as to make the aforesaid change as follows:

The elevation of the roadway and of the northerly sidewalk to be as follows:

1. The elevation at a point 446 feet easterly from the centre line of Avenue A to be 17.43 feet as heretofore established.

2. The elevation at a point 156.42 feet westerly from the westerly house line of Exterior street to be 15.46 feet.

3. The elevation at the westerly house line of Exterior street to be 7 feet as heretofore established.

The elevation of the southerly sidewalk to be as follows:

1. The elevation at a point 446 feet easterly from the centre line of Avenue A to be 17.43 feet as heretofore established.

2. The elevation at a point 156.42 feet westerly from the westerly house line of Exterior street to be 15.46 feet.

3. The elevation at a point approximately 10 feet westerly from the westerly house line of Exterior street to be 11.58 feet.

4. The elevation at the westerly house line of Exterior street to be 7 feet as heretofore established.

The grades between the above mentioned points are to be uniform.

All elevations refer to mean high water datum as established in the Borough of Manhattan.

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 Richmond—16.

LAYING OUT WEST ONE HUNDRED AND FIFTY-SEVENTH STREET, FROM AUDUBON PLACE TO BROADWAY, MANHATTAN.

The following resolution of the Local Board of the Washington Heights District, Borough of Manhattan, and report of the Engineer were presented:

In the Local Board of the Washington Heights District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Manhattan, and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board, at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice, and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now therefore, it is

Resolved, by the Local Board of the Washington Heights District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby recommend to the Board of Estimate and Apportionment an alteration of the map or plan of The City of New York by laying out thereon as a part of West One Hundred and Fifty-seventh street, the triangular piece of property at the intersection of Broadway, Audubon place and West One Hundred and Fifty-seventh street, as shown on the accompanying diagram; and it is hereby

Resolved, That a copy of the resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Washington Heights District on the 12th day of May, 1908, all the members present voting in favor thereof.

Attest:

BERNARD DOWNEY, Secretary.

Approved this 13th day of May, 1908.

JOHN F. AHEARN,

President of the Borough of Manhattan.

REPORT No. 6011.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
August 5, 1908.

HON. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

SIR.—Herewith is transmitted a resolution of the Local Board of the Washington Heights District, Borough of Manhattan, adopted on May 12, 1908, recommending a change in the map by laying out West One Hundred and Fifty-seventh street, from Audubon place to Broadway. The resolution is accompanied by a communication from the Washington Heights Tax Payers' Association calling attention to the fact that the continuity of West One Hundred and Fifty-seventh street is broken by the small triangular area at the intersection of Audubon place and Broadway.

This triangle has a frontage of about 37 feet on Broadway and about 50 feet on Audubon place, and contains about 600 square feet. The land is unimproved at the present time. A subway station is located at the Broadway intersection and the change proposed seems to be not only a logical one for removing what is now a break in the alignment of the street, but also desirable to permit of access to the subway.

It is therefore recommended that the resolution be approved after the statutory public hearing.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolutions were then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York, by laying out West One Hundred and Fifty-seventh street, from Audubon place to Broadway, in the Borough of Manhattan, City of New York, more particularly described as follows:

The northerly line of West One Hundred and Fifty-seventh street, between Audubon place and Broadway is to be a straight prolongation of the northerly line of West One Hundred and Fifty-seventh street as at present laid out westerly from Audubon place, the intention being to incorporate in the street system the triangular area bounded by the prolongation of the said northerly line of West One Hundred and Fifty-seventh street, the westerly line of Broadway and the northeasterly line of Audubon place.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 20th day of November, 1908, at 10:30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 20th day of November, 1908.

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 Richmond—16.

LAYING OUT HAMPTON PLACE, FROM STERLING PLACE TO ST. JOHNS PLACE, BROOKLYN.

The following resolution of the Local Board of the Flatbush District, Borough of Brooklyn and report of the Engineer were presented:

In the Local Board of the Flatbush District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Flatbush District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby recommend to the Board of Estimate and Apportionment an alteration in the map or plan of The City of New York by locating and laying out Hampton place, from Sterling place to St. Johns place, in the Twenty-fourth Ward, Borough of Brooklyn, City of New York, as shown on the accompanying map, and more particularly described as follows:

The western line of Hampton place as herewith laid out, begins at a point on the southern line of Sterling place distant 245.6 feet easterly from the intersection of the southern line of Sterling place with the eastern line of Kingston avenue;

Thence southerly and parallel with the eastern line of Kingston avenue 240.58 feet to the northern line of St. Johns place;

The eastern line of Hampton place as herewith laid out is 500 feet from and parallel with the above described line; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Flatbush District on the 4th day of December, 1907, Commissioner Dunne and Aldermen Wentz, Ellery and Harring voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Resolution forwarded to the Board of Estimate and Apportionment, without the signature of the President of the Borough, as a recommendation of the Local Board.

REPORT No. 6034.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
September 15, 1908.

HON. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

SIR.—Herewith is transmitted a resolution of the Local Board of the Flatbush District, Borough of Brooklyn, adopted on December 4, 1907, recommending a change in the City map by laying out Hampton place, between Sterling place and St. Johns place.

Hampton place has already been placed upon the City map through the block between Park place and Sterling place, and the object of the change now desired is

to extend its lines one block southwardly, subdividing a block having a length of 700 feet and a depth of about 240 feet. The street has already been graded and curbed, some of the flagging has been laid, all of the subsurface improvements have been provided, and the abutting property has been partially improved.

I see no reason why the change should not be made, and would recommend the approval of the map after a public hearing.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolutions were then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by laying out and establishing grades for Hampton place, from Sterling place to St. Johns place, in the Borough of Brooklyn, City of New York, more particularly described as follows:

Lines.

The westerly line of Hampton place is to begin at a point on the southerly line of Sterling place distant 245 feet easterly from its intersection with the easterly line of Kingston avenue; thence southwardly in a straight line to a point on the northerly line of St. Johns place distant 245 feet easterly from the easterly line of Kingston avenue.

The easterly line is to be 50 feet distant from and parallel with the said westerly line.

Grades.

1. The elevation at Sterling place to be 91.0 feet as now in use and improved.
2. The elevation at St. Johns place to be 93.0 feet as now in use and improved.

Note—Grades are to be uniform between elevations. All elevations refer to mean high water datum as established by the Bureau of Highways.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 20th day of November, 1908, at 10:30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 20th day of November, 1908.

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 Richmond—16.

CHANGE IN THE LINES OF FORCE TUBE AVENUE, BETWEEN JAMAICA AVENUE AND DINSMORE PLACE, BROOKLYN.

The following communication from the President of the Borough of Brooklyn and report of the Engineer were presented:

THE CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN,
BROOKLYN, April 20, 1908.

Hon. JOSEPH HAAG, Secretary, Board of Estimate and Apportionment:

DEAR SIR—I forward to you herewith blue print and technical description in connection with a change in the map or plan of Force Tube avenue, from Fulton street to Dinsmore place, in accordance with the suggestion of the Chief Engineer, transmitted to me by you on March 17, 1908, which map is in connection with a resolution of the Local Board of the Bushwick District, initiating proceedings to open Force Tube avenue, from Fulton street to Dinsmore place.

Will you kindly submit these papers to the Board?

Yours very truly,

BIRD S. COLER,
President of the Borough of Brooklyn.

REPORT No. 6024.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
August 7, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

SIR—At the meeting of the Board of Estimate and Apportionment held on March 13, 1908, a resolution of the Local Board of the Bushwick District, Borough of Brooklyn, was presented, initiating proceedings for acquiring title to the block of Force Tube avenue, between Fulton street and Dinsmore place.

In the report which was prepared upon this resolution it was shown that Force Tube avenue had been laid out to have a width of 60 feet, and that the City had acquired for the use of the Department of Water Supply, Gas and Electricity a strip of land within its lines having a width of 42.5 feet and that the City's ownership also included a strip 2.5 feet wide on the westerly side of the street. It was shown that if the opening proceeding were carried out it would result in depriving property owners on the westerly side from frontage upon the highway by reason of the intervening narrow strip owned by the City, and it was recommended that before an opening proceeding was begun the map should be changed by making the westerly side of the street coincide with the westerly property line of land owned by the City.

Under date of April 20, 1908, the President of the Borough has submitted a map providing for changing the lines of Force Tube avenue through its entire length, extending from Dinsmore place to Jamaica avenue, in such a way as to locate it 2.5 feet west of the position which it has heretofore occupied. This change is in conformity with the recommendation made and will result in giving all of the property owners on both sides of the street frontage upon it.

It is recommended that the map change be approved after a public hearing.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolutions were then adopted:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442, of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York, by changing the lines of Force Tube avenue, from Dinsmore place to Jamaica avenue, in such a way as to locate it 2.5 feet west of the position which it has heretofore occupied in the Borough of Brooklyn, City of New York, more particularly shown upon a map or plan submitted by the President of the Borough of Brooklyn, April 20, 1908 (dated April 8, 1908).

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 20th day of November, 1908, at 10:30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record and the corporation newspapers for ten days continuously, Sundays and legal

holidays excepted, prior to the 20th day of November, 1908.

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 Richmond—16.

LAYING OUT A PUBLIC PARK AND TWO MARGINAL STREETS AT THE NORTHWESTERLY CORNER OF EAST ONE HUNDRED AND EIGHTIETH STREET AND BRYANT AVENUE, THE BRONX.

The following resolution of the Local Board of the Crotona District, Borough of The Bronx, and report of the Engineer were presented:

In Local Board of Crotona, Twenty-fourth District.

Whereas, Under date of October 15, 1907, the Local Board of Morrisania, Twenty-fourth District, recommended to the favorable consideration of the Board of Estimate and Apportionment the laying out on the map of The City of New York a public place at the northwest corner of East One Hundred and Eightieth street and Bryant avenue, including the property known as the Old West Farms Presbyterian Cemetery; and

Whereas, It appears that this proposed laying out of said public place was presented to the Board of Estimate and Apportionment on December 20, 1907, and referred back to the President of the Borough of The Bronx, the Chief Engineer of said Board reporting in part as follows:

"If the Board concludes to adopt the policy of placing a part or all of the cost of parks upon the property benefited, it seems desirable that this should be understood when the park is laid out.

"In this case it would appear proper to secure Local Board resolutions providing for the purchase of each and without limitation as to the distribution of the expense, and the project might properly be referred back to the President of the interested Borough with the recommendation that the Local Board resolution for acquiring title be presented before the change is considered"; and,

Whereas, Under date of January 30, 1908, the Local Board of Crotona, Twenty-fourth District, reconsidered this proposition, and after due consideration again recommended the laying out of said West Farms Presbyterian Cemetery as a public place, the object being that the graves of the soldiers therein buried shall receive the proper care and attention due to soldiers who gave their lives in the country's defense; and

Whereas, Under date of March 27, 1908, this matter was again considered by the Board of Estimate and Apportionment on the report of its Chief Engineer (Report No. 5721), viz.: "Attention was called to the fact that the area should be designated as a public park, and that bounding streets should be laid out on all sides, and it was recommended that a Local Board resolution should be presented for the acquisition of title before the map change was made."

The President now advises that a resolution has been presented for acquiring title, but that the Local Board has deferred action until after the park has been placed upon the map. The land is occupied by a cemetery containing the graves of a large number of soldiers, the preservation of which is desired.

"It is recommended that the resolution be referred back to the President of the Borough for the purpose of having the map amended as previously suggested and that his attention be also called to the desirability of presenting the Local Board resolution for acquiring title before the map is made."

Now therefore be it

Resolved, That the Local Board of Crotona, Twenty-fourth District, hereby recommends to the favorable consideration of the Board of Estimate and Apportionment the laying out of a public park at the northwest corner of East One Hundred and Eightieth street and Bryant avenue, including the property known as the Old West Farms Presbyterian Cemetery, and that a street, 30 feet wide, be laid out on the north and west sides of said cemetery, the northerly and westerly sidewalks of said proposed street to be ten feet wide, with a roadway fifteen (15) feet wide and the southerly and easterly sidewalks to be five (5) feet wide, in accordance with the sketch appended hereto.

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of Crotona, Twenty-fourth District, at its meeting on April 2, 1908, Alderman Murphy, Alderman Hickey and the President of the Borough of The Bronx voting in favor thereof.

Negative—None.

Attest:

HENRY A. GUMBLETON, Secretary.

Approved and certified this 4th day of April, 1908.

LOUIS F. HAFFEN,

President of the Borough of The Bronx.

In the Local Board of Crotona, Twenty-fourth District.

Resolved, That the Local Board of Crotona, Twenty-fourth District, does hereby approve of the map or plan entitled "Map or plan showing the laying out of a public park at northwest corner of East One Hundred and Eightieth street and Bryant avenue, and the laying out of a new street from East One Hundred and Eightieth street to Bryant avenue, around said park, in the Twenty-fourth Ward, Borough of The Bronx, City of New York, dated New York, April 14, 1908," signed by Josiah A. Briggs, Chief Engineer of the Borough of The Bronx, and by F. Greiffenberg, Principal Assistant Topographical Engineer.

Affirmative—Alderman Hickey and the President of the Borough of The Bronx. Negative—None.

Attest:

HENRY A. GUMBLETON, Secretary.

Approved and certified this 17th day of April, 1908.

LOUIS F. HAFFEN,

President of the Borough of The Bronx.

REPORT No. 6005.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
August 3, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

SIR—Herewith is transmitted a resolution of the Local Board of the Crotona District, Borough of The Bronx, adopted on April 16, 1908, recommending a change in the City map by laying out a public park at the northwest corner of East One Hundred and Eightieth street and Bryant avenue, together with a marginal street, to form the northerly and northwesterly boundaries.

A resolution providing for laying out the entire area affected by the resolution now presented was considered by the Board of Estimate and Apportionment at its meeting held on December 20, 1907, and was referred back to the President of the Borough with the advice that before it could receive favorable consideration the Local Board should institute a proceeding for acquiring title, and without stipulation as to whether the City should assume any portion of the cost of the proceeding. On January 30, 1908, the Local Board readopted the original resolution, and the President of the Borough advised that a resolution was under consideration by them providing for acquiring title to the land as recommended by the Board of Estimate and Apportionment, but that it could not be acted upon until after the map change had been made. The report upon the second resolution was presented at the meeting of the Board held on March 27, 1908, and the resolution was again referred back to the President of the Borough and the original recommendation was renewed. It was also suggested at this time that if it was desired to create a park in this vicinity provision should be made for laying out a marginal street around the entire boundary.

The Local Board resolution now presented is accompanied by a map which shows a marginal street having a width of 30 feet around two of the sides of the proposed park, which is located at the northwesterly intersection of East One Hundred and Eightieth street and Bryant avenue. A large number of communications have been presented to the Board of Estimate and Apportionment from members of the Joint

Committee of Civic and Military Organizations of the Borough, urging that the project receive the immediate approval of the Board of Estimate and Apportionment, and stating that they have been informed that the Local Board is unable to act in the matter of the acquisition of title until after the map change has been made.

For the purpose of removing any question as to the legality of a Local Board resolution providing for acquiring title to this park prior to the date when it has been incorporated upon the City map by competent authority, the Corporation Counsel has been asked to prepare an opinion which is made the subject of a separate report transmitted herewith. This opinion shows that Local Board resolutions initiating proceedings for the purchase of park lands and which may be adopted prior to the date when these lands are laid out upon the City map can be treated by the Board of Estimate and Apportionment as recommendations in the matter, and that in effect all Local Board resolutions providing for acquiring title to lands for public use are of this character.

The map change having been favorably considered by the Local Board on three separate occasions, it would appear that it is the sense of the community that the area affected be acquired for park purposes, and I would recommend that a public hearing be given in the matter, and at the same time a proceeding be considered providing for the acquisition of title to it at the expense of property in the vicinity.

In a previous report prepared upon this resolution it was shown that it affected an approximately rectangular area having a frontage upon Bryant avenue of about 100 feet, and upon East One Hundred and Eightieth street of about 135 feet, comprising a total area of about 11.8 City lots, each 25 by 100 feet. The land is designated in the books of the Department of Taxes and Assessments as owned by the Presbyterian Church, as having an assessed valuation of \$1,000, and as being exempt from taxation owing to its use for cemetery purposes. The communications which have been received bearing upon the proposition indicate that about twenty of the Civil War soldiers have been buried in this area and that their comrades desire to have their graves preserved, and believe that by the change in map now proposed this result would be accomplished. It also appears that the United States Government has offered to remove the bodies to Cypress Hills Cemetery, but that objection has been raised to this course owing to the desire to retain the bodies within the limits of the Borough of The Bronx.

In an unsigned protest against the improvement unless paid for by the City at large, and alleged to come from property owners in the vicinity, it is urged that instead of acquiring title to this park the money might better be expended for the benefit of the Old Soldiers' Home.

The park site is distant only a little over a short block from Bronx Park, and there appears to be no occasion for an increase in the open spaces in this vicinity. If, however, the property owners are prepared to meet the cost of the improvement, I see no reason why the change should not be made. In case it is approved, the opening proceeding, which is made the subject of another report transmitted at this time, can be instituted at once.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolutions were then adopted:

Resolved. That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by laying out a public park at the northwesterly corner of East One Hundred and Eightieth street and Bryant avenue, and laying out a bounding street on its northerly and westerly sides, in the Borough of The Bronx, City of New York, more particularly described as follows:

A public park is to be laid out, bounded as follows:

Beginning at the intersection of the westerly line of Bryant avenue with the northerly line of East One Hundred and Eightieth street, and running thence westwardly along the northerly line of East One Hundred and Eightieth street a distance of 125.54 feet; thence northwardly and deflecting to the right 87 degrees 30 minutes 13 seconds, a distance of 158.63 feet; thence eastwardly, deflecting to the right or degrees 18 minutes 47 seconds, a distance of 126.73 feet, to the westerly line of Bryant avenue; thence southwardly along the westerly line of Bryant avenue, a distance of 160.87 feet, to the point of beginning.

Marginal streets 30 feet wide are to be laid out at the westerly and northerly sides of the hereinbefore described area.

Resolved. That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 20th day of November, 1908, at 10:30 o'clock a. m.

Resolved. That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 20th day of November, 1908.

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 Richmond—16.

CHANGING THE MAP BY LAYING OUT AND FIXING GRADES FOR THE STREET SYSTEM DESIGNATED AS SECTION 47 OF THE FINAL MAPS OF THE BOROUGH OF THE BRONX, AND COMPRISING THE TERRITORY BOUNDED BY STORY AVENUE, WHITE PLAINS ROAD, LUDLOW AVENUE, THERIOT AVENUE, GLEASON AVENUE, WHITE PLAINS ROAD, WESTCHESTER AVENUE, STORROW STREET, McGRAW AVENUE, PROTECTORY AVENUE, PARKER STREET, ST. RAYMOND AVENUE, ZEREGA AVENUE, ELLIS AVENUE, HAVEMEYER AVENUE, HAYLAND AVENUE, CASTLE HILL AVENUE, LUDLOW AVENUE AND OLMIESTAD AVENUE.

The following communication from the President of the Borough of The Bronx and report of the Engineer were presented:

THE CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF THE BRONX,
New York, July 10, 1908.

Mr. JOSEPH HAAG, Secretary, Board of Estimate and Apportionment;

DEAR SIR—I transmit herewith for the approval of the Board of Estimate and Apportionment "Section 47 of the final maps of the Borough of The Bronx, prepared under the authority of chapter 466 of the Laws of 1901, and amendatory acts, dated New York, January 9, 1908," bounded by Story avenue, White Plains road, Ludlow avenue, Theriot avenue, Gleason avenue, White Plains road, Westchester avenue, Storrows street, McGraw avenue, Protectory avenue, Parker avenue, St. Raymonds avenue, Zerenga avenue, Ellis avenue, Havemeyer avenue, Hayland avenue, Castle Hill avenue, Ludlow avenue and Olmstead avenue. Dimensions of blocks conform to United States triangulation.

Yours very truly,

LOUIS F. HAFFEN,
President of the Borough of The Bronx.

REPORT NO. 6187.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
October 14, 1908.

HON. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the President of the Borough of The Bronx, bearing date of July 10, 1908, requesting the approval of the Final Map of Section 47, comprising the territory bounded by Story avenue, White Plains road,

Ludlow avenue, Theriot avenue, Gleason avenue, White Plains road, Westchester avenue, Storrows street, McGraw avenue, Protectory avenue, Parker street, St. Raymond avenue, Zerenga avenue, Ellis avenue, Havemeyer avenue, Hayland avenue, Castle Hill avenue, Ludlow avenue and Olmstead avenue.

Maps have already been approved, showing the details of the street system of that portion of the area comprised within the limits of the map now presented west of Pugsley avenue, and north and east of Westchester avenue and Castle Hill avenue. Maps have also been approved, definitely fixing the lines of East One Hundred and Seventy-seventh street, Castle Hill avenue, Zerenga avenue and Storring avenue. A plan for the remaining area was shown upon the tentative map of the Chester District, approved by the Board of Estimate and Apportionment on May 29, 1903.

The street system as now proposed is intended to coincide with that shown upon the plans heretofore approved, with the exception of minor corrections in the block dimensions which have been made to conform with the results of the recent triangulation of the Borough. The total area comprised within the limits of the section is about 402 acres, of which the maps previously approved include an area of about 203 acres.

The map is, in my judgment, a proper one, and its approval is recommended after a public hearing.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolutions were then adopted:

Resolved. That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by laying out and fixing grades for the street system within the territory to be known as section 47 of the final maps, and bounded by the following streets: Story avenue, White Plains road, Ludlow avenue, Theriot avenue, Gleason avenue, White Plains road, Westchester avenue, Storrows street, McGraw avenue, Protectory avenue, Parker street, St. Raymond avenue, Zerenga avenue, Ellis avenue, Havemeyer avenue, Hayland avenue, Castle Hill avenue, Ludlow avenue and Olmstead avenue in the Borough of The Bronx, City of New York, more particularly described as follows:

A street system is to be laid out within the territory bounded by Story avenue, White Plains road, Ludlow avenue, Theriot avenue, Gleason avenue, White Plains road, Westchester avenue, Storrows street, McGraw avenue, Protectory avenue, Parker street, St. Raymond avenue, Zerenga avenue, Ellis avenue, Havemeyer avenue, Hayland avenue, Castle Hill avenue, Ludlow avenue and Olmstead avenue, in the Twenty-fourth Ward of the Borough of The Bronx, and grades are to be established therefor.

The lines and grades to be fixed are shown upon a map submitted by the President of the Borough of The Bronx, bearing date of July 9, 1908.

Resolved. That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 20th day of November, 1908, at 10:30 o'clock a. m.

Resolved. That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 20th day of November, 1908.

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 Richmond—16.

WIDENING NOTT AVENUE, BETWEEN HUNTER AVENUE AND JACKSON AVENUE, QUEENS.

The following communication from the Secretary of the Borough of Queens, resolution of the Local Board of the Newtown District and report of the Engineer were presented:

THE CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS,
LONG ISLAND CITY, July 7, 1908.

JOSEPH HAAG, Esq., Secretary, Board of Estimate and Apportionment, No. 277 Broadway.

DEAR SIR—By direction of President Gresser I transmit herewith blue print of a plan showing a change in the map of The City of New York by altering the lines of Nott avenue between Hunter avenue and Jackson avenue, and Hunter avenue between Nott avenue and Harris avenue, First Ward of the Borough of Queens.

Respectfully,
JOHN M. CRAGEN,
Secretary of the Borough of Queens.

In the Local Board of the Newtown District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Queens; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Newtown District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To change the map of The City of New York by altering the lines of Nott avenue between Hunter avenue and Jackson avenue, and Hunter avenue between Nott avenue and Harris avenue, in the First Ward of the Borough of Queens; and it is hereby further

Resolved, That a copy of the resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Newtown District on the 3d day of June, 1908, Aldermen Emmer and Quinn and Lawrence Gresser, President of the Borough of Queens, voting in favor thereof.

Attest:

JOHN M. CRAGEN, Secretary.
Approved this 4th day of September, 1908.

LAWRENCE GRESSER,
President of the Borough of Queens.

REPORT NO. 6013.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
August 5, 1908.

HON. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the President of the Borough of Queens, through his Secretary, bearing date of July 7, 1908, submitting for the

consideration of the Board a map showing a change in the line of Nott avenue, between Hunter avenue and Jackson avenue, in the First Ward.

The map shows that it is proposed to widen Nott avenue through the block described by including within the street area a triangle located at the easterly corner of Hunter avenue and Nott avenue, having a frontage of about 150 feet on the former street and about 200 feet on the latter.

No explanation is made by the President of the Borough as to the occasion for this change in the City plan, but an examination of the map of the locality indicates that it is intended to provide a more direct connection between Jackson avenue and Crescent street, the most westerly street of Long Island City leading to the Blackwells Island Bridge.

Crescent street as now laid out has a width of 60 feet and connects with Jackson avenue by way of Hunter avenue and Nott avenue. Under the change proposed in the lines of Nott avenue the detour required under the present lay out would be avoided.

In my judgment, if Crescent street is to be recognized as one of the important means of communication with the Blackwells Island Bridge, as this map change seems to anticipate, an increased width should be provided for it. Title to the street has already been legally acquired and the abutting property has been partially improved. The assessed valuation of all of the buildings which have been erected on the westerly side, south of the bridge property, appears to be \$44,000, while that of those on the easterly side aggregates \$16,850. Most of these buildings would be seriously damaged if the street width were to be increased.

I would recommend that the matter of the change of map of Nott avenue be referred back to the President of the Borough with the suggestion that it should be extended to include the widening of Crescent street, it being understood, however, that the cost of the proceeding for acquiring title to the widened portion of both streets would be assessed upon the property benefited.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

On motion, the matter was referred back to the President of the Borough of Queens.

ACQUIRING TITLE TO LOTT STREET, FROM ALBEMARLE ROAD TO TILDEN AVENUE, BROOKLYN.

The following resolution of the Local Board of the Flatbush District, Borough of Brooklyn, and report of the Engineer were presented:

In the Local Board of the Flatbush District.

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, pursuant to section 428 of the Greater New York Charter, after duly advertised hearing, had, this 4th day of December, 1907, hereby initiates proceedings to open Lott street, from Albemarle road to Tilden avenue; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Flatbush District, on the 4th day of December, 1907, Commissioner Dunne and Aldermen Wentz, Ellery and Hain voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 30th day of December, 1907.

BIRD S. COLER,
President of the Borough of Brooklyn.

REPORT No. 5980.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
July 17, 1908.

HON. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Flatbush District, Borough of Brooklyn, adopted on December 4, 1907, initiating proceedings for acquiring title to Lott street, from Albemarle road to Tilden avenue.

This resolution affects a length of one block, or about 400 feet, at the northerly end of Lott street, which has a width of 50 feet. The street has been approximately graded, most of the flagging has been laid, and the abutting property has been largely improved. The lots at the southeasterly corner of Albemarle road and at the northeasterly corner of Tilden avenue are vacant, and at these points there is no satisfactory evidence of dedication to public use. Southerly from Tilden avenue evidences of dedication have been accepted, both sewer and grading improvements having been authorized therein.

I can see no reason why the resolution should not be approved, and would recommend such action. It is also recommended that title to the land be acquired in fee; that all of the cost of the proceeding, including the expenses of the Bureau of Street Openings and any damages allowed for intended regulating, be assessed upon the property benefited, and that a district of assessment be laid out to comprise the following area:

Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly line of Albemarle road, the said distance being measured at right angles to the line of Albemarle road; on the east by a line midway between Lott street and Prospect street, 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 Tilden avenue, the said distance being measured at right angles to the line of Tilden avenue, and on the west by a line midway between Oakland place and Lott street, and by the prolongation of the said line.

I believe that no buildings encroach upon the land to be acquired.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolutions were then adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Lott street, from Albemarle road to Tilden avenue, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly line of Albemarle road, the said distance being measured at right angles to the line of Albemarle road; on the east by a line midway between Lott street and Prospect street, 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 Tilden avenue, the said distance being measured at right angles to the line of Tilden avenue, and on the west by a line midway between Oakland place and Lott street, and by the prolongation of the said line.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in the City of New York, Borough of Manhattan, in the City Hall, on the 20th day of November, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD and the corporation newspapers for ten days prior to the 20th day of November, 1908.

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 Richmond—16.

ACQUIRING TITLE TO MAPLE STREET, BETWEEN NOSTRAND AVENUE AND TROY AVENUE, BROOKLYN.

The following resolution of the Local Board of the Flatbush District, Borough of Brooklyn and report of the Engineer were presented:

In the Local Board of the Flatbush District.

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, pursuant to section 428 of the Greater New York Charter, after duly advertised hearing had this 4th day of December, 1907, hereby initiates proceedings to open Maple street, from Nostrand avenue to Troy avenue; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Flatbush District on the 4th day of December, 1907, Commissioner Dunne and Aldermen Wentz, Ellery and Hain voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 30th day of December, 1907.

BIRD S. COLER,
President of the Borough of Brooklyn.

REPORT No. 5948.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
June 15, 1908.

HON. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Flatbush District, Borough of Brooklyn, adopted on December 4, 1907, initiating proceedings for acquiring title to Maple street, from Nostrand avenue to Troy avenue.

This resolution affects the five easterly blocks of Maple street, including a length of about 3,500 feet; the street has been laid out to have a width of 60 feet. A narrow roadway is in use from Nostrand avenue to a point about 150 feet east, and the street has been approximately graded between New York avenue and a point a short distance west of Troy avenue. In the former section the sidewalks have been laid and the abutting property is partially improved. Through the last mentioned portion of the street the water main has been laid and there are a number of small houses upon the abutting property. West of Nostrand avenue title to the street has been established partly by acceptance of evidences of dedication and partly under formal opening proceedings.

I would recommend the approval of the resolution; that title to the land be acquired in fee; that all of the cost of the proceeding, including the expenses of the Bureau of Street Openings and any damages allowed for intended regulating, be assessed upon the property benefited; and that a district of assessment be laid out to comprise the following area:

Bounded on the north by a line midway between Maple street and East New York avenue and by the prolongation of the said line; on the east by a line midway between Troy avenue and East Forty-fifth street; on the south by a line midway between Maple street and Midwood street and by the prolongation of the said line; and on the west by a line distant 100 feet westerly from and parallel with the westerly line of Nostrand avenue, the said distance being measured at right angles to the line of Nostrand avenue.

I believe that two sheds encroach upon the land to be acquired.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolutions were then adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Maple street, from Nostrand avenue to Troy avenue, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the north by a line midway between Maple street and East New York avenue and by the prolongation of the said line; on the east by a line midway between Troy avenue and East Forty-fifth street; on the south by a line midway between Maple street and Midwood street and by the prolongation of the said line; and on the west by a line distant 100 feet westerly from and parallel with the westerly line of Nostrand avenue, the said distance being measured at right angles to the line of Nostrand avenue.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 20th day of November, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD and the corporation newspapers for ten days prior to the 20th day of November, 1908.

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 Richmond—16.

ACQUIRING TITLE TO FORTY-SECOND STREET, FROM A POINT 430 FEET EAST OF TWELFTH AVENUE TO SIXTEENTH AVENUE, BROOKLYN.

The following joint resolution of the Local Boards of the Bay Ridge and Flatbush Districts, Borough of Brooklyn, and report of the Engineer were presented:

In the Local Boards of the Bay Ridge and Flatbush Districts.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of these Local Boards not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Boards, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of these Local Boards at which the said petition would be submitted by him to the said Boards, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Boards, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Boards of the Bay Ridge and Flatbush Districts, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That the Local Boards of the Bay Ridge and Flatbush Districts, Borough of Brooklyn, do hereby amend resolution of November 1, 1906, initiating proceedings to open Forty-second street, from New Utrecht avenue to West street, by excluding from the provisions thereof the portions of Forty-second street lying between New Utrecht avenue and a point 430 feet east of Twelfth avenue, and between West street and Sixteenth avenue, the amended resolution to read as follows:

Resolved, That the Local Boards of the Bay Ridge and Flatbush Districts, Borough of Brooklyn, after hearing had this 5th day of February, 1908, hereby initiate proceedings to open Forty-second street, from a point 430 feet east of Twelfth avenue to Sixteenth avenue; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Boards of the Bay Ridge and Flatbush Districts on the 5th day of February, 1908, Commissioner Dunne and Aldermen Heffernan, Kenney, Linde, Potter, Esterbrook and Morrison voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 6th day of March, 1908.

BIRD S. COLER,

President of the Borough of Brooklyn.

REPORT No. 5982.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
July 17, 1908.

HON. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a joint resolution of the Local Boards of the Bay Ridge and Flatbush Districts, Borough of Brooklyn, adopted on February 5, 1908, initiating proceedings for acquiring title to Forty-second street from a point 430 feet east of Twelfth avenue to Sixteenth avenue.

This resolution affects a length of three and one-half blocks or about 2,700 feet of Forty-second street, which has been laid out upon the City map to have a width of 60 feet. Between Twelfth avenue and Fourteenth avenue the roadway has been approximately graded and a large number of buildings have been erected upon the abutting property on each side. Between Fourteenth avenue and Sixteenth avenue a narrow road is in use, and a house has been erected on the southerly side near Sixteenth avenue.

West of New Utrecht avenue the street is legally open, and the Corporation Counsel has advised that the remaining sections easterly and westerly from the limits described in this resolution have already been dedicated to public use.

I would recommend the approval of the resolution; that title to the land be acquired in fee; that all of the cost of the proceeding, including the expenses of the Bureau of Street Openings and any damages allowed for intended regulating, be assessed upon the property benefited; and that a district of assessment be laid out to comprise the following area:

Bounded on the northeast by a line midway between Forty-first street and Forty-second street; on the southeast by a line distant 100 feet southeasterly from and parallel with the southeasterly line of Sixteenth avenue, the said distance being measured at right angles to the line of Sixteenth avenue; on the southwest by a line midway between Forty-second street and Forty-third street, and on the northwest by a line distant 100 feet northwesterly from and parallel with the northwesterly line of Twelfth avenue, the said distance being measured at right angles to the line of Twelfth avenue.

It is believed that no buildings encroach upon the land to be acquired.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolutions were then adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Forty-second street, from a point 430 feet east of Twelfth avenue to Sixteenth avenue, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the northeast by a line midway between Forty-first street and Forty-second street; on the southeast by a line distant 100 feet southeasterly from and parallel with the southeasterly line of Sixteenth avenue, the said distance being measured at right angles to the line of Sixteenth avenue; on the southwest by a line midway between Forty-second street and Forty-third street, and on the northwest by a line distant 100 feet northwesterly from and parallel with the northwesterly line of Twelfth avenue, the said distance being measured at right angles to the line of Twelfth avenue.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 20th day of November, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD and the corporation newspapers for ten days prior to the 20th day of November, 1908.

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 Richmond—16.

ACQUIRING TITLE TO EIGHTY-SECOND STREET, BETWEEN SHORE ROAD AND NARROWS AVENUE AND BETWEEN THIRD AVENUE AND FOURTH AVENUE, BROOKLYN.

The following resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, and report of the Engineer were presented:

In the Local Board of the Bay Ridge District.

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, pursuant to section 428 of the Greater New York Charter, after duly advertised hearing had this 27th day of May, 1908, hereby amends resolution of July 15, 1907, initiating proceedings to open Eighty-second street, between the Shore road and First avenue, and between Third avenue and Fourth avenue, by excluding from the provisions thereof the portion of said Eighty-second street lying between First avenue and Narrows avenue, the amended resolution to read as follows:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, after hearing had this 27th day of May, 1908, hereby initiates proceedings to open Eighty-second street, from the Shore road to Narrows avenue, and from Third avenue to Fourth avenue; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Bay Ridge District on the 27th day of May, 1908, John A. Heffernan, Private Secretary (designated by the President of the

Borough to preside), and Aldermen Heffernan, Kenney and Linde voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 10th day of June, 1908.

BIRD S. COLER,

President of the Borough of Brooklyn.

REPORT No. 5977.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
July 15, 1908.

HON. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, adopted on May 27, 1908, initiating proceedings for acquiring title to Eighty-second street, from Shore road to Narrows avenue and from Third avenue to Fourth avenue.

The street has been laid out to have a width of 60 feet and is not in use at the present time through the two blocks covered by the resolution, although a few houses have been erected upon the abutting property.

Title to the three blocks between Narrows avenue and Third avenue has been acquired under a deed of cession, and west of Fourth avenue the street has been opened under proceedings which were confirmed in 1897.

I would recommend that the proceeding be authorized, that title to the land be acquired in fee; that all of the cost of the proceeding, including the expenses of the Bureau of Street Openings and any damages allowed for intended regulating, be assessed upon the property benefited; and that a district of assessment be laid out to comprise the following area:

1. Bounded on the north by a line midway between Eighty-first street and Eighty-second street, and by the prolongation of the said line; on the east by the centre line of Narrows avenue; on the south by a line midway between Eighty-second street and Eighty-third street, and by the prolongation of the said line; and on the west by a line always distant 150 feet westerly from and parallel with the easterly line of Shore road, the said distance being measured at right angles to the line of Shore road.

2. Bounded on the north by a line always midway between Eighty-first street and Eighty-second street; on the east by a line distant 100 feet easterly from and parallel with the easterly line of Fourth avenue, the said distance being measured at right angles to the line of Fourth avenue; on the south by a line always midway between Eighty-second street and Eighty-third street; and on the west by the centre line of Third avenue.

I believe that there are no buildings upon the land to be acquired.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolutions were then adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Eighty-second street, from Shore road to Narrows avenue, and from Third avenue to Fourth avenue, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

1. Bounded on the north by a line midway between Eighty-first street and Eighty-second street, and by the prolongation of the said line; on the east by the centre line of Narrows avenue; on the south by a line midway between Eighty-second street and Eighty-third street, and by the prolongation of the said line; and on the west by a line always distant 150 feet westerly from and parallel with the easterly line of Shore road, the said distance being measured at right angles to the line of Shore road.

2. Bounded on the north by a line always midway between Eighty-first street and Eighty-second street; on the east by a line distant 100 feet easterly from and parallel with the easterly line of Fourth avenue, the said distance being measured at right angles to the line of Fourth avenue; on the south by a line always midway between Eighty-second street and Eighty-third street; and on the west by the centre line of Third avenue.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in the City of New York, Borough of Manhattan, in the City Hall, on the 20th day of November, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD and the corporation newspapers for ten days prior to the 20th day of November, 1908.

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 Richmond—16.

ACQUIRING TITLE TO EAST FIFTY-THIRD STREET AND TO EAST FIFTY-FOURTH STREET, BETWEEN REMSEN AVENUE AND THE BULLEHEAD LINE OF JAMAICA BAY, EXCLUDING THE LAND OWNED BY THE LONG ISLAND RAILROAD, BROOKLYN.

The following resolutions of the Local Board of the New Lots District, Borough of Brooklyn, and report of the Engineer were presented:

In the Local Board of the New Lots District.

Resolved, That the Local Board of the New Lots District, Borough of Brooklyn, pursuant to section 428 of the Greater New York Charter, after duly advertised hearing had this 27th day of February, 1908, hereby initiates proceedings to open East Fifty-third street, from Remsen avenue to the bullehead line of Jamaica Bay, excepting the land occupied by the tracks of the Long Island Railroad; and it is hereby

Resolved, That a copy of the resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the New Lots District on the 27th day of February, 1908, President Coler and Aldermen Sandford, Grimm and Martyn voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 12th day of March, 1908.

BIRD S. COLER,

President of the Borough of Brooklyn.

In the Local Board of the New Lots District.

Resolved, That the Local Board of the New Lots District, Borough of Brooklyn, pursuant to section 428 of the Greater New York Charter, after duly advertised hearing had this 27th day of February, 1908, hereby initiates proceedings to open East

Fifty-fourth street, from Remsen avenue to the bulkhead line of Jamaica Bay, excepting the land occupied by the tracks of the Long Island Railroad; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the New Lots District on the 27th day of February, 1908, President Coler and Aldermen Sandiford, Grimm and Martyn voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 12th day of March, 1908.

BIRD S. COLER,

President of the Borough of Brooklyn.

REPORT No. 5979.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER.

July 17, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith are transmitted two resolutions of the Local Board of the New Lots District, Borough of Brooklyn, adopted on February 27, 1908, initiating proceedings respectively for acquiring title to East Fifty-third street and to East Fifty-fourth street, from Remsen avenue to the bulkhead line of Jamaica Bay. Each of the resolutions excepts the land occupied by the tracks of the Long Island Railroad.

East Fifty-third street has been laid out to have a width of 80 feet between Remsen avenue and Avenue T and a width of 60 feet between Avenue T and the bulkhead line, while East Fifty-fourth street has a uniform width of 60 feet. The resolutions affect the entire length or about three and one-half miles of each of the streets.

They cross the tracks of the Long Island Railroad between Ditmas avenue and Avenue E. The railroad is here in embankment and the relative elevations of the tracks of the railroad and of the established grades of the streets are such that physical crossings can be provided at any time whenever the need for them shall arise. A railroad bridge has already been erected over an old road known as Hunterly road, which falls almost entirely within the lines of East Fifty-third street at the railroad.

East Fifty-third street has been approximately graded from Winthrop street to a point about 300 feet south of Beverley road and a number of houses have been erected upon the abutting property in this portion of its length.

East Fifty-fourth street has been approximately graded between Clarkson street and a point about 300 feet south of Beverley road and is graded, curbed and flagged from a point about 100 feet south of Avenue M to Fillmore avenue. A few houses have been erected upon the abutting property.

Other than through these portions of their length neither street is in use at the present time.

As the streets are parallel and adjoining I would recommend that the two resolutions be combined into one opening proceeding, but that the intent of the resolutions be more clearly expressed by excepting from the proceeding the land owned by the Long Island Railroad instead of that occupied by the railroad tracks. It is also recommended that title to the land be acquired in fee; that all of the cost of the proceeding, including the expenses of the Bureau of Street Openings and any damages allowed for intended regulating, be assessed upon the property benefited; and that a district of assessment be laid out to comprise the following area:

Beginning at a point on the southwesterly line of Remsen avenue where it is intersected by a line midway between East Fifty-first street and East Fifty-second street, and running thence northeasterlywardly at right angles to Remsen avenue a distance of 200 feet; thence southeastwardly and parallel with Remsen avenue to the intersection with a line at right angles to Remsen avenue and passing through a point on its southwesterly side where it is intersected by a line midway between East Fifty-fourth street and East Fifty-fifth street; thence southwesterlywardly along the said line at right angles to Remsen avenue to its southwesterly side; thence southwardly along a line always midway between East Fifty-fourth street and East Fifty-fifth street, and the prolongation thereof, to the intersection with the bulkhead line of Jamaica Bay; thence southwesterlywardly along the said bulkhead line to the intersection with a line midway between East Fifty-second street and East Fifty-third street; thence northwesterlywardly along the said line midway between East Fifty-second street and East Fifty-third street to a point distant 100 feet southeasterly from the southeasterly line of Avenue T; thence southwestwardly and parallel with Avenue T to the intersection with a line midway between Flatbush avenue and East Fifty-second street; thence northwesterlywardly along the said line midway between Flatbush avenue and East Fifty-second street, and the prolongation thereof, to the intersection with a line midway between East Fifty-first street and East Fifty-second street; thence northwardly along the said line midway between East Fifty-first street and East Fifty-second street and the prolongation thereof to the point or place of beginning.

I believe that several buildings encroach upon the land to be acquired for each of these streets.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolutions were then adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of East Fifty-third street and East Fifty-fourth street, between Remsen avenue and the bulkhead line of Jamaica Bay, excluding the land owned by the Long Island Railroad, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 680 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point on the southwesterly line of Remsen avenue where it is intersected by a line midway between East Fifty-first street and East Fifty-second street, and running thence northeasterlywardly at right angles to Remsen avenue a distance of 200 feet; thence southeastwardly and parallel with Remsen avenue to the intersection with a line at right angles to Remsen avenue and passing through a point on its southwesterly side where it is intersected by a line midway between East Fifty-fourth street and East Fifty-fifth street; thence southwesterlywardly along the said line at right angles to Remsen avenue to its southwesterly side; thence southwardly along a line always midway between East Fifty-fourth street and East Fifty-fifth street, and the prolongation thereof, to the intersection with the bulkhead line of Jamaica Bay; thence southwesterlywardly along the said bulkhead line to the intersection with a line midway between East Fifty-second street and East Fifty-third street; thence northwesterlywardly along the said line midway between East Fifty-second street and East Fifty-third street to a point distant 100 feet southeasterly from the southeasterly line of Avenue T; thence southwestwardly and parallel with Avenue T to the intersection with a line midway between Flatbush avenue and East Fifty-second street; thence northwesterlywardly along the said line midway between Flatbush avenue and East Fifty-second street, and the prolongation thereof, to the intersection with a line midway between East Fifty-first street and East Fifty-second street; thence northwardly along the said line midway between East Fifty-first street and East Fifty-second street and the prolongation thereof to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the

City Hall, on the 20th day of November, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD and the corporation newspapers for ten days prior to the 20th day of November, 1908.

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 Richmond—16.

ACQUIRING TITLE TO THAT PORTION OF EAST TWO HUNDRED AND SEVENTH STREET, BETWEEN WOODLAWN ROAD AND PERRY AVENUE, NOT ALREADY OWNED BY THE CITY, THE BRONX.

The following resolutions of the Local Board of the Van Cortlandt District, Borough of The Bronx, and report of the Engineer were presented:

In Local Board of Van Cortlandt, Twenty-fifth District, Borough of The Bronx.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of The Bronx; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which duly considered the same and gave a full hearing thereon; now therefore it is

Resolved, by the Local Board of Van Cortlandt, Twenty-fifth District, Borough of The Bronx, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

For acquiring title to the lands necessary for opening East Two Hundred and Seventh street, from Woodlawn road to Perry avenue, except where same has been legally acquired, in the Borough of The Bronx, City of New York; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of Van Cortlandt, Twenty-fifth District, on the 9th day of April, 1908, Alderman Hardy, Alderman Hochdorffer, Alderman Crowley and the President of the Borough of The Bronx voting in favor thereof.

Negative—None.

Attest:

HENRY A. GUMBLETON, Secretary.

Approved and certified this 18th day of April, 1908.

LOUIS F. HAFFEN,
President of the Borough of The Bronx.

REPORT No. 5980.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER.

May 25, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Van Cortlandt District, Borough of The Bronx, adopted on April 9, 1908, initiating proceedings for acquiring title to East Two Hundred and Seventh street, from Woodlawn road to Perry avenue, where not heretofore acquired.

This resolution affects a length of about 230 feet of East Two Hundred and Seventh street adjacent to Woodlawn road, title to the remaining part of the block having been ceded to the City. The street has been laid out to have a width of 70 feet. A narrow road is in use through the section adjacent to Woodlawn road, and through the remainder of the block the roadway has been graded, curbed and flagged, and one house has been erected upon the abutting property on the northerly side.

Easterly from Perry avenue title to the street has already been legally acquired and Woodlawn road is its westerly terminus.

I can see no reason why the resolution should not be approved and would recommend such action. It is also recommended that title to the land be acquired in fee; that all of the cost of the proceeding, including the expenses of the Bureau of Street Openings and any damages allowed for intended regulating, be assessed upon the property benefited; and that a district of assessment be laid out to comprise the following area:

Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly line of East Two Hundred and Seventh street, the said distance being measured at right angles to the line of East Two Hundred and Seventh street, and by the prolongations of the said line; on the east by a line distant 100 feet easterly from and parallel with the easterly line of Perry avenue, the said distance being measured at right angles to the line of Perry avenue; on the south by a line midway between East Two Hundred and Sixth street and East Two Hundred and Seventh street and by the prolongations of the said line; and on the west by a line distant 100 feet westerly from and parallel with the westerly line of Woodlawn road, the said distance being measured at right angles to the line of Woodlawn road.

Excepting, however, from the above described area so much of it as is exempt from assessment under the provisions of section 992 of the Charter.

There are no buildings upon the land to be acquired.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolutions were then adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of East Two Hundred and Seventh street, from Woodlawn road to Perry avenue, where not heretofore acquired, in the Borough of The Bronx, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 680 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly line of East Two Hundred and Seventh street, the said distance being measured at right angles to the line of East Two Hundred and Seventh street, and by the prolongations of the said line; on the east by a line distant 100 feet easterly from and parallel with the easterly line of Perry avenue, the said distance being measured at right angles to the line of Perry avenue; on the south by a line midway between East Two Hundred and Sixth street and East Two Hundred and Seventh street and by the prolongations of the said line; and on the west by a line distant 100 feet westerly from and parallel with the westerly line of Woodlawn road, the said distance being measured at right angles to the line of Woodlawn road.

(Excepting, however, from the above described area so much of it as is exempt from assessment under the provisions of section 992 of the Charter.)

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 20th day of November, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD for ten days prior to the 20th day of November, 1908.

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 Richmond—16.

ACQUIRING TITLE TO SEDGWICK AVENUE, BETWEEN JEROME AVENUE AND THE LINE BETWEEN THE TWENTY-THIRD AND TWENTY-FOURTH WARDS, THE BRONX.

The following resolution of the Local Board of the Van Cortlandt District, Borough of The Bronx, and report of the Engineer were presented:

In Local Board of Van Cortlandt, Twenty-fifth District, Borough of The Bronx.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of The Bronx; and

Whereas, He has appointed a time for a meeting of this Local Board, not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of Van Cortlandt, Twenty-fifth District, Borough of The Bronx, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

For acquiring title to the lands necessary for Sedgwick avenue, between Jerome avenue and the line between the Twenty-third and Twenty-fourth Wards at West One Hundred and Sixty-ninth street, where not acquired as yet, in the Borough of The Bronx, City of New York; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of Van Cortlandt, Twenty-fifth District, on the 9th day of April, 1908, Alderman Handly, Alderman Hochdorffer, Alderman Crowley and the President of the Borough of The Bronx voting in favor thereof.

Negative—None.

Attest:

HENRY A. GUMMELTON, Secretary.

Approved and certified this 18th day of April, 1908.

LOUIS F. HAFFEN,
President of the Borough of The Bronx.

REPORT NO. 5923.

BOARD OF ESTIMATE AND APPORTIONMENT.
OFFICE OF THE CHIEF ENGINEER.
May 25, 1908.

HON. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Van Cortlandt District, Borough of The Bronx, adopted on April 9, 1908, initiating proceedings for acquiring title, where not already acquired, to Sedgwick avenue, from Jerome avenue to the line between the Twenty-third and Twenty-fourth Wards.

This resolution affects a length of six long blocks or about 4,700 feet of Sedgwick avenue. Through the block between West One Hundred and Sixty-seventh street and Depot place, the street has been laid out to have a width of 75 feet and through the remainder of its length the width is 80 feet. The street was originally laid out to have a uniform width of 60 feet and title to it was acquired under proceedings which were confirmed on November 28, 1870. In 1901 title to the widening between Jerome avenue and the northerly line of Macomb's Dam Park was acquired under formal proceedings. Some question, however, has been raised as to the title originally acquired to this street through the section adjoining Macomb's Dam Park, and it has been asserted that the title now owned is only in easement. The purpose of the present resolution is therefore to remove any doubt as to the ownership of the fee in Sedgwick avenue for a width of 60 feet on the westerly side of the street, between Jerome avenue and the northerly line of Macomb's Dam Park, and to acquire a strip on the easterly side 20 feet wide extending through the remaining distance affected, excepting through the block between West One Hundred and Sixty-seventh street and Depot place, where the strip to be acquired has a width of only 15 feet.

The roadway has been macadamized between the limits described and a few buildings, including a police station, have been erected upon the abutting property. A trolley track is located on each side of the street south of East One Hundred and Sixty-seventh street, north of which point the tracks are in the centre of the roadway; the space thus occupied is paved with granite. The entire frontage on the westerly side between the Macomb's Dam Park and a point about 400 feet south of West One Hundred and Sixty-seventh street is occupied by the New York Central and Hudson River Railroad.

I would recommend the approval of the resolution; that title to the land be acquired in fee; that all of the cost of the proceeding, including the expenses of the Bureau of Street Openings and any damages allowed for intended regulating, be assessed upon the property benefited; and that a district of assessment be laid out to comprise the following area:

Beginning at a point on the easterly bulkhead line of the Harlem River where it is intersected by the prolongation of a line distant 100 feet northerly from and parallel with the northerly line of Commerce avenue, as laid out immediately west of and adjacent to Sedgwick avenue, the said distance being measured at right angles to the line of Commerce avenue, and running thence eastwardly along the said line parallel with Commerce avenue to the intersection with the easterly line of Undercliff avenue; thence eastwardly and at right angles to the line of Undercliff avenue to a point distant 100 feet easterly from the easterly line of Aqueduct avenue, the said distance being measured at right angles to the line of Aqueduct avenue; thence southwardly and always distant 100 feet easterly from and parallel with the easterly line of Aqueduct avenue and the easterly line of Lind avenue, as laid out north of West One Hundred and Sixty-ninth street, and along the prolongation of the latter line to the intersection with a line midway between Graham square and West One Hundred and Sixty-seventh street; thence southeastwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the prolongation thereof to the intersection with the prolongation of a line midway between Graham square and Lind avenue; thence southwardly along the said line midway between Graham square and Lind avenue and the prolongation thereof to the intersection with the prolongation of a line midway between West One Hundred and Sixty-sixth street and West One Hundred and Sixty-seventh street; thence eastwardly along the said line midway between West One Hundred and Sixty-sixth street and West One Hundred and Sixty-seventh street and the prolongation thereof to the intersection with the prolongation of a line midway between Summit avenue and Ogden avenue; thence southwardly along the said line midway between Summit avenue and Ogden avenue and the prolongations thereof to the intersection with a line always distant 100 feet northeasterly from and parallel with the northeasterly line of Sedgwick avenue and Exterior street, the said distance being measured at right angles respectively to the lines of Sedgwick avenue and Exterior street; thence southeastwardly along the said line parallel with Sedgwick avenue and Exterior street to the intersection with a line distant 100 feet southeasterly from and parallel with the southeasterly line of Jerome avenue, the said distance being measured at right angles to the line of Jerome avenue; thence southwardly along the said line parallel with Jerome avenue to the intersection with the easterly bulkhead line of the Harlem River; thence northwardly along the said bulkhead line to the point or place of beginning.

Several buildings encroach upon the land to be acquired north of West One Hundred and Sixty-seventh street.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolutions were then adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Sedgwick avenue from Jerome avenue to the line between the Twenty-third and Twenty-fourth Wards at West One Hundred and Sixty-ninth street, where not already acquired, in the Borough of The Bronx, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point on the easterly bulkhead line of the Harlem River where it is intersected by the prolongation of a line distant 100 feet northerly from and parallel with the northerly line of Commerce avenue, as laid out immediately west of and adjacent to Sedgwick avenue, the said distance being measured at right angles to the line of Commerce avenue, and running thence eastwardly along the said line parallel with Commerce avenue to the intersection with the easterly line of Undercliff avenue; thence eastwardly and at right angles to the line of Undercliff avenue to a point distant 100 feet easterly from the easterly line of Aqueduct avenue, the said distance being measured at right angles to the line of Aqueduct avenue; thence southwardly and always distant 100 feet easterly from and parallel with the easterly line of Aqueduct avenue and the easterly line of Lind avenue, as laid out north of West One Hundred and Sixty-ninth street, and along the prolongation of the latter line to the intersection with a line midway between Graham square and West One Hundred and Sixty-seventh street; thence southeastwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the prolongation thereof to the intersection with the prolongation of a line midway between Graham square and Lind avenue; thence southwardly along the said line midway between Graham square and Lind avenue and the prolongation thereof to the intersection with the prolongation of a line midway between West One Hundred and Sixty-sixth street and West One Hundred and Sixty-seventh street; thence eastwardly along the said line midway between West One Hundred and Sixty-sixth street and West One Hundred and Sixty-seventh street and the prolongation thereof to the intersection with the prolongation of a line midway between Summit avenue and Ogden avenue; thence southwardly along the said line midway between Summit avenue and Ogden avenue and the prolongations thereof to the intersection with a line always distant 100 feet northeasterly from and parallel with the northeasterly line of Sedgwick avenue and Exterior street, the said distance being measured at right angles respectively to the lines of Sedgwick avenue and Exterior street; thence southeastwardly along the said line parallel with Sedgwick avenue and Exterior street to the intersection with a line distant 100 feet southeasterly from and parallel with the southeasterly line of Jerome avenue, the said distance being measured at right angles to the line of Jerome avenue; thence southwardly along the said line parallel with Jerome avenue to the intersection with the easterly bulkhead line of the Harlem River; thence northwardly along the said bulkhead line to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 20th day of November, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD for ten days prior to the 20th day of November, 1908.

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 Richmond—16.

ACQUIRING TITLE TO A PUBLIC PARK AT THE NORTHEASTERLY CORNER OF EAST ONE HUNDRED AND EIGHTIETH STREET AND BRYANT AVENUE, AND TO TWO MARGINAL STREETS, THE BRONX.

The following communication from the Engineer was presented:

REPORT NO. 6031.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
September 10, 1908.

HON. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—The Local Board of the Crotona District, Borough of The Bronx, has adopted a resolution recommending the laying out of a public park at the northwest corner of East One Hundred and Eightieth street and Bryant avenue, together with marginal streets forming the northeasterly and northwestern boundaries, and this action was taken after the Board of Estimate and Apportionment had twice intimated that if the map change were to be made it should at once be followed by a proceeding for the acquisition of title and at the expense of the property benefited.

A report upon the Local Board resolution has been prepared in which it is recommended that a public hearing be given upon the map change, and that at the same time a resolution for acquiring title be considered and a hearing given upon a proposed area of assessment. In this report it is shown that the combined area of the park and streets is equivalent to about 11.8 city lots, each 25 feet by 100 feet. The books of the Department of Taxes and Assessments indicate that this land is owned by the Presbyterian Church, and it is exempt from assessment owing to its use for cemetery purposes. The assessed valuation is given as \$31,000.

If the change in the map is favored, I see no reason why title to the land should not be acquired at once, and believing that the improvement could be considered as only for local benefit, I would recommend that in this case all of the cost of the proceeding, including the expenses of the Bureau of Street Openings and any damages allowed for intended regulating and grading, be assessed upon the property benefited, and that a district of assessment be laid out to comprise the following area:

Beginning at a point on the centre line of Boston road where it is intersected by the centre line of East One Hundred and Eightieth street, and running thence southwardly along the centre line of Boston road to the intersection with the prolongation of the centre line of East One Hundred and Eightieth street as laid out easterly from Boston road; thence eastwardly along the centre line of East One Hundred and Eightieth street, and the prolongation thereof, to the intersection with the prolongation of a line distant 100 feet easterly from and parallel with the easterly line of Boston road as laid out between East One Hundred and Seventy-ninth street

and East One Hundred and Eightieth street, the said distance being measured at right angles to the line of Boston road; thence southwardly along the said line parallel with Boston road, and the prolongations of the said line, to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the centre lines of East One Hundred and Seventy-eighth street and East One Hundred and Seventy-ninth street as laid out between Vyse street and Boston road; thence westwardly along the said bisecting line to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the centre lines of East One Hundred and Seventy-eighth street and East One Hundred and Seventy-ninth street as laid out between Daly avenue and Vyse street; thence westwardly along the said bisecting line to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the centre lines of East One Hundred and Seventy-eighth street and East One Hundred and Seventy-ninth street as laid out between Honeywell avenue and Daly avenue; thence westwardly along the said bisecting line to the intersection with a line midway between Honeywell avenue and Daly avenue; thence northwardly along the said line midway between Honeywell avenue and Daly avenue, and the prolongation thereof, to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the centre lines of Honeywell avenue and Daly avenue as laid out northerly from East One Hundred and Seventy-ninth street; thence northwardly along the said bisecting line to the intersection with the centre line of East One Hundred and Eighty-second street; thence eastwardly along the centre line of East One Hundred and Eighty-second street to the point or place of beginning.

There are no buildings upon the land to be acquired.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolutions were then adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for a public park at the northwest corner of East One Hundred and Eightieth street and Bryant avenue, and for the marginal streets forming the north-easterly and northwesterly boundaries thereof, in the Borough of The Bronx, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 980 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point on the centre line of Boston road where it is intersected by the centre line of East One Hundred and Eighty-second street, and running thence southwardly along the centre line of Boston road to the intersection with the prolongation of the centre line of East One Hundred and Eightieth street as laid out easterly from Boston road; thence eastwardly along the centre line of East One Hundred and Eightieth street, and the prolongation thereof, to the intersection with the prolongation of a line distant 100 feet easterly from and parallel with the easterly line of Boston road as laid out between East One Hundred and Seventy-ninth street and East One Hundred and Eightieth street, the said distance being measured at right angles to the line of Boston road; thence southwardly along the said line parallel with Boston road, and the prolongations of the said line, to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the centre lines of East One Hundred and Seventy-eighth street and East One Hundred and Seventy-ninth street as laid out between Vyse street and Boston road; thence westwardly along the said bisecting line to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the centre lines of East One Hundred and Seventy-eighth street and East One Hundred and Seventy-ninth street as laid out between Daly avenue and Vyse street; thence westwardly along the said bisecting line to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the centre lines of East One Hundred and Seventy-eighth street and East One Hundred and Seventy-ninth street as laid out between Honeywell avenue and Daly avenue; thence westwardly along the said bisecting line to the intersection with a line midway between Honeywell avenue and Daly avenue; thence northwardly along the said line midway between Honeywell avenue and Daly avenue, and the prolongation thereof, to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the centre lines of Honeywell avenue and Daly avenue as laid out northerly from East One Hundred and Seventy-ninth street; thence northwardly along the said bisecting line to the intersection with the centre line of East One Hundred and Eighty-second street; thence eastwardly along the centre line of East One Hundred and Eighty-second street to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 20th day of November, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record for ten days prior to the 20th day of November, 1908.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record for ten days prior to the 20th day of November, 1908.

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 Richmond—16.

Assessment in the Matter of Acquiring Title in Woolsey Avenue, Between Barclay Street and Tenth Avenue, Queens.

The following communication from the Engineer was presented:

REPORT No. 6224.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
October 16, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—On April 5, 1907, the Board of Estimate and Apportionment adopted a resolution instituting a proceeding for acquiring title to Woolsey avenue, between Barclay street and Tenth avenue, in the First Ward, Borough of Queens. At this time the Board was applying, in the case of a widening of an existing or dedicated street, a rule adopted on July 25, 1902, providing for placing on the City one-half of the cost of acquiring title to that portion of such streets over 60 feet wide which is in excess of 60 feet.

In the report originally submitted to the Board concerning this proceeding, it was shown that the street had been laid out in a width of 80 feet, and that a portion thereof was undoubtedly dedicated to public use, but that the extent and adequacy of the dedication could not be definitely determined at that time. It was therefore recommended that the determination of the relief from assessment which could properly be granted be deferred until after the Commissioners of Estimate and Assessment had made their preliminary report.

In accordance with the suggestion contained in a report presented to the Board on October 25, 1907, covering the subject of relief from assessment in street opening

proceedings, the entire cost of all such proceedings authorized since that date, with only one exception, has been placed wholly upon the property deemed benefited.

The Commissioners of Estimate and Assessment in the proceeding for acquiring title to Woolsey avenue have not yet been appointed, but believing that the Board proposes to adhere to the policy established about a year ago, it appears proper to present at this time the matter of determining how the expenses are to be met.

This proceeding relates to that portion of the street east of the East River Park, comprising a length of a little less than a mile. The street is in use through most of its length, a few buildings have been erected on the abutting property, and the dedication of portions of it to public use has already been recognized. The area of assessment which was fixed by the resolution of the Board has approximately a uniform width of about 1,000 feet, and coincides with that which would be recommended if the entire expense were to be assessed. The street is not an important thoroughfare and cannot be considered as of other than local benefit, and under these conditions as well as in view of the evident intention of the Board to adhere to its present policy, I would recommend the adoption of a resolution providing for placing the entire cost of the proceeding, including the expenses of the Bureau of Street Openings and any damages allowed for intended regulating, upon the property benefited and as described in the resolution adopted on April 5, 1907.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

Whereas, The Board of Estimate and Apportionment adopted a resolution on April 5, 1907, authorizing the acquisition of title in fee to the lands and premises required for the opening and extending of Woolsey avenue, from Barclay street to Tenth avenue, in the First Ward, in the Borough of Queens, City of New York; and

Whereas, The Board of Estimate and Apportionment deems it to be fair and equitable that the entire cost of the aforesaid proceeding should be assessed upon the property deemed to be benefited thereby; therefore be it

Resolved, That no portion of the cost and expense of said proceedings incurred by reason of the provisions of title 4, chapter 17, of the Greater New York Charter, as amended, shall be borne and paid by The City of New York, but that the whole of such cost and expense, including the expense of the Bureau of Street Openings and of the awards, if any, for damages caused by intended regulation, and all other expenses and disbursements authorized by section 997 of said title, as amended, shall be assessed upon the property deemed to be benefited thereby.

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 Richmond—16.

PAVING TENTH AVENUE, BETWEEN ACADEMY STREET AND BROADWAY, MANHATTAN.

The following resolution of the Local Board of the Washington Heights District, Borough of Manhattan, and report of the Engineer were presented:

In the Local Board of the Washington Heights District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Manhattan; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the City Record that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Washington Heights District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To pave with sheet asphalt pavement on concrete foundation, curb and renew Tenth avenue, from Academy street to Broadway; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Washington Heights District on the 16th day of April, 1907, all the members present voting in favor thereof.

Attest:

HERNARD DOWNING, Secretary.

Approved this 17th day of April, 1908.

JOHN F. AMEARN,

President of the Borough of Manhattan

Estimated cost, \$70,012.50. Assessed value of property affected, \$670,000.

REPORT No. 5436

BOARD OF ESTIMATE AND APPORTIONMENT,]

OFFICE OF THE CHIEF ENGINEER,]

October 4, 1907.]

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Washington Heights District, Borough of Manhattan, adopted on April 16, 1907, initiating proceedings for laying an asphalt pavement on Tenth avenue, between Academy street and Broadway.

This improvement affects the entire length of Tenth avenue as laid out north of Fort George Park, the same comprising sixteen blocks or a little over 4,000 feet. Title to the street has been legally acquired, and it has been graded, curbed and flagged. The abutting property is generally unimproved. The water main has recently been laid, but the gas main has not yet been provided. The sewer was built through the portion of the street south of West Two Hundred and Ninth street many years ago, and the construction through that portion between West Two Hundred and Ninth street and West Two Hundred and Sixteenth street was authorized in 1906. I am advised that this work is now practically completed. The sewer has not been provided between West Two Hundred and Sixteenth street and Broadway, but the plans here locate the sewer under the sidewalk on the easterly side, although there seems little probability that the sewer will ever be built, the property adjoining being occupied by the power station of the Metropolitan Street Railway Company. On the westerly side of the street the property will probably connect with the Broadway sewer.

I would recommend the approval of the resolution, with the understanding that the gas main will be provided before the work is begun. The work to be done comprises the following:

30,450 square yards asphalt pavement.

8,220 linear feet new and old curbing.

The estimated cost of construction is \$70,000, and the assessed valuation of the property to be benefited is \$670,000.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

A copy of a resolution of the Local Board of the Washington Heights District, duly adopted by said Board on the 16th day of April, 1907, and approved by the

President of the Borough of Manhattan on the 17th day of April, 1907, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To pave with sheet asphalt pavement on concrete foundation, curb and reverb Tenth avenue, from Academy street to Broadway."

—and there having been presented to said Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement will be the sum of \$70,000, and a statement of the assessed value, according to the last preceding tax roll, of the real estate included within the probable area of assessment, to wit, the sum of \$670,000, having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is approved, and the local improvement therein provided for is hereby authorized, and this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—16.

REGULATING AND GRADING WEST ONE HUNDRED AND SIXTY-SEVENTH STREET, FROM AUDUBON AVENUE TO BROADWAY, MANHATTAN.

vesting Title to West One Hundred and Sixty-seventh Street, Between St. Nicholas Avenue and Broadway, Manhattan.

The following resolution of the Local Board of the Washington Heights District, Borough of Manhattan, and report of the Engineer were presented:

In the Local Board of the Washington Heights District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Manhattan; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Washington Heights District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To regulate, grade, curb and reverb West One Hundred and Sixty-seventh street, from Audubon avenue to Broadway; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Washington Heights District on the 4th day of February, 1908, all the members present voting in favor thereof.

Attest:

BERNARD DOWNING, Secretary.

Approved this 4th day of February, 1908.

JOHN F. AHEARN,
President of the Borough of Manhattan

Estimated cost, \$1,250. Assessed valuation of property affected, \$500,000.

REPORT No. 6178

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
October 13, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Washington Heights District, Borough of Manhattan, adopted on February 4, 1908, initiating proceedings for grading, curbing and flagging West One Hundred and Sixty-seventh street, between Audubon avenue and Broadway.

This resolution affects two short blocks of West One Hundred and Sixty-seventh street, title to which between Amsterdam avenue and St. Nicholas avenue has been legally acquired. On February 8, 1907, a proceeding for acquiring title to West One Hundred and Sixty-seventh street, between St. Nicholas avenue and Broadway, was authorized by the Board of Estimate and Apportionment, and the oaths of the Commissioners of Estimate and Assessment were filed on August 22 following. A narrow road is in use and a house has been erected on the abutting property on the north-erly side.

I would recommend the approval of the resolution, the work to be done comprising the following:

460 cubic yards of grading.
530 linear feet of new and old curbing.
1,080 square feet of new flagging.

The estimated cost of construction is \$1,300, and the assessed valuation of the land to be benefited is \$500,000.

I would also recommend that title to West One Hundred and Sixty-seventh street, between St. Nicholas avenue and Broadway, be vested in the City on December 15, 1908.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolutions were then adopted:

Whereas, The Board of Estimate and Apportionment on the 8th day of February, 1907, adopted a resolution requesting the Corporation Counsel to institute proceedings to acquire title in fee wherever the same has not heretofore been acquired, for the use of the public, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending West One Hundred and Sixty-seventh street, between St. Nicholas avenue and Broadway, in the Borough of Manhattan, City of New York, and

Whereas, Commissioners of Estimate have been appointed by the Supreme Court, in proceedings to acquire title to said West One Hundred and Sixty-seventh street, and the oaths of said Commissioners of Estimate were duly filed as required by law on the 22d day of August, 1907; therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York in pursuance of the provisions of section 990 of the Greater New York Charter, directs that upon the 15th day of December, 1908, the title in fee to each and every piece or parcel of land lying within the lines of said West One Hundred and Sixty-

seventh street, between St. Nicholas avenue and Broadway, in the Borough of Manhattan, City of New York, so required, shall be vested in The City of New York.

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 Richmond—16.

A copy of a resolution of the Local Board of the Washington Heights District, duly adopted by said Board on the 4th day of February, 1908, and approved by the President of the Borough of Manhattan, on the 4th day of February, 1908, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To regulate, grade, curb and reverb West One Hundred and Sixty-seventh street, from Audubon avenue to Broadway."

—and there having been presented to said Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement will be the sum of \$1,300; and a statement of the assessed value, according to the last preceding tax roll, of the real estate included within the probable area of assessment, to wit, the sum of \$500,000, having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is approved, and the local improvement therein provided for is hereby authorized, and this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—16.

MODIFICATION OF DRAINAGE PLAN OF MAP J, DISTRICT 22, BROOKLYN, BY LAYING OUT SEWERS IN HAMILTON AVENUE, BETWEEN CENTRE STREET AND SMITH STREET, AND IN BUSH STREET, BETWEEN COURT STREET AND HAMILTON AVENUE.

The following communication from the President of the Borough of Brooklyn, and report of the Engineer were presented:

THE CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN,
BROOKLYN, July 2, 1908.

JOSEPH HAAG, Secretary, Board of Estimate and Apportionment, New York City:

DEAR SIR—I beg to transmit, herewith, three prints and one tracing, for adoption by the Board of Estimate and Apportionment, showing a change of plan for sewers in Hamilton avenue, between Centre street and Lorraine street, and in Bush street, between Hamilton avenue and Court street.

The Chief Engineer of Sewers in his report, copy of which is attached, states this change is necessary because no sewer plan for these three blocks has ever been provided for, and the property on Hamilton avenue cannot be connected with the existing sewer unless some of the sewers, shown on this plan, are built.

Respectfully,

T. R. FARRELL, Acting Borough President.

REPORT No. 6218.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
October 14, 1908.

HON. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the President of the Borough of Brooklyn, bearing date of July 2, 1908, requesting the approval of a modification in the drainage plan of that portion of the Borough designated as Map J, District 22, by the inclusion of sewers in Hamilton avenue, between Centre street and Smith street, and in Bush street, between Hamilton avenue and Court street.

From information presented with this communication it appears that sewers have not heretofore been provided for either Hamilton avenue or for Bush street between the limits named; that the abutting property is at present obliged to connect with sewers in adjoining streets; and that some of the owners of frontage are unable in this way to secure sewer connections.

Hamilton avenue has been paved with granite block and the abutting property has been largely improved.

The plan appears to be a proper one and its approval is recommended.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

Resolved, That the plan submitted by the President of the Borough of Brooklyn, showing amendment to the drainage plan of that portion of the Borough, designated as Map J, District 22, by the inclusion of sewers in Hamilton avenue, between Centre street and Smith street, and in Bush street, between Hamilton avenue and Court street, Borough of Brooklyn, dated June 26, 1908, be and the same is hereby approved.

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 Richmond—16.

SEWER IN FIFTY-FIRST STREET, BETWEEN THIRTEENTH AVENUE AND FOURTEENTH AVENUE, BROOKLYN.

The following resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, and report of the Engineer were presented:

In the Local Board of the Bay Ridge District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Bay Ridge District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, that the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To construct a sewer in Fifty-first street, between Thirteenth and Fourteenth avenues, in the Borough of Brooklyn; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Bay Ridge District on the 28th day of September, 1904, President Littleton and Aldermen Malone and Lundy voting in favor thereof.

Attest:

JOHN A. HEFFERNAN, Secretary.

Approved this 6th day of January, 1905.

J. C. BRACKENRIDGE,

Acting President of the Borough of Brooklyn.

REPORT No. 6136.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
September 30, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, adopted on September 28, 1904, initiating proceedings for constructing a sewer in Fifty-first street, between Thirteenth avenue and Fourteenth avenue.

This resolution affects one long block of Fifty-first street, which the Corporation Counsel, in a communication addressed to the Borough President under date of July 19, 1907, advises has been dedicated to public use. The street has been approximately graded, the sidewalks have been flagged, a large number of houses have been erected upon the abutting property and the outlet sewer has been built.

I would recommend the approval of the resolution, the work to be done comprising the following:

50 linear feet 15-inch pipe sewer.

718 linear feet 12-inch pipe sewer.

8 manholes.

The estimated cost of construction is \$3,900, and the assessed valuation of the property to be benefited is \$75,100.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

A copy of a resolution of the Local Board of the Bay Ridge District, duly adopted by said Board on the 28th day of September, 1904, and approved by the President of the Borough of Brooklyn on the 6th day of January, 1905, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To construct a sewer in Fifty-first street, between Thirteenth and Fourteenth avenues, in the Borough of Brooklyn."

—and there having been presented to said Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement will be the sum of \$3,900; and a statement of the assessed value, according to the last preceding tax-roll, of the real estate included within the probable area of assessment, to wit, the sum of \$75,100, having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is approved, and the local improvement therein provided for is hereby authorized, and this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—16.

SEWER IN FIFTY-THIRD STREET, BETWEEN NEW Utrecht AVENUE AND THIRTEENTH AVENUE, BROOKLYN.

The following resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, and report of the Engineer were presented:

In the Local Board of the Bay Ridge District.

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, pursuant to section 428 of the Greater New York Charter, after duly advertised hearing, had this 10th day of April, 1907, hereby initiates proceedings to construct a sewer in Fifty-third street, between New Utrecht and Thirteenth avenues; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Bay Ridge District on the 10th day of April, 1907, Commissioner Dunne and Aldermen Linsde and Potter voting in favor thereto.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 31st day of May, 1907.

BIRD S. COLER,

President of the Borough of Brooklyn.

REPORT No. 6134.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
September 30, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, adopted on April 10, 1907, initiating proceedings for constructing a sewer in Fifty-third street, between New Utrecht avenue and Thirteenth avenue.

This resolution affects one short block of Fifty-third street, title to which has been legally acquired. The street has been approximately graded, and a few buildings have been erected upon the abutting property on each side.

The outlet sewer has been built and I would recommend the approval of the resolution. The work to be done comprises the following:

200 linear feet 12-inch pipe sewer.

3 manholes.

1 receiving basin.

The estimated cost of construction is \$1,000, and the assessed valuation of the property to be benefited is \$80,000.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

A copy of a resolution of the Local Board of the Bay Ridge District, duly adopted by said Board on the 10th day of April, 1907, and approved by the President of the Borough of Brooklyn on the 31st day of May, 1907, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

Resolved, That the Local Board of the Bay Ridge District, Borough of Brooklyn, pursuant to section 428 of the Greater New York Charter, after duly advertised hearing had this 10th day of April, 1907, hereby initiates proceedings to construct a sewer in Fifty-third street, between New Utrecht and Thirteenth avenues."

—and there having been presented to said Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement will be the sum of \$1,000, and a statement of the assessed value, according to the last preceding tax-roll, of the real estate included within the probable area of assessment, to wit, the sum of \$80,000, having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is approved, and the local improvement therein provided for is hereby authorized, and this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—16.

SEWER IN SECOND AVENUE, BETWEEN EIGHTY-EIGHTH STREET AND NINETY-SECOND STREET, BROOKLYN.

The following resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, and report of the Engineer were presented:

In the Local Board of the Bay Ridge District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Bay Ridge District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To construct a sewer in Second avenue, between Eighty-eighth and Ninety-second streets; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Bay Ridge District on the 15th day of July, 1907, Commissioner Dunne and Aldermen Linsde and Potter voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 31st day of July, 1907.

DESMOND DUNNE,

Acting President of the Borough of Brooklyn.

REPORT No. 6150.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
September 30, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, adopted on July 15, 1907, initiating proceedings for constructing a sewer in Second avenue, between Eighty-eighth street and Ninety-second street.

This resolution affects four short blocks of Second avenue, title to which has been acquired. The roadway has been macadamized and a few buildings have been erected upon the abutting property. The entire frontage upon the westerly side, between Eighty-ninth street and Ninety-first street, is occupied by the grounds of the Academy of the Visitation.

The necessary outlet sewer has been provided, and I would recommend the approval of the resolution. The work to be done comprises the following:

240 linear feet of 18-inch pipe sewer.

260 linear feet of 15-inch pipe sewer.

520 linear feet of 12-inch pipe sewer.

9 manholes.

6 receiving basins.

The estimated cost of construction is \$4,000, and the assessed valuation of the property benefited is \$109,215.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

A copy of a resolution of the Local Board of the Bay Ridge District, duly adopted by said Board on the 15th day of July, 1907, and approved by the President of the Borough of Brooklyn on the 31st day of July, 1907, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To construct a sewer in Second avenue, between Eighty-eighth and Ninety-second streets."

—and there having been presented to said Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement will be the sum of \$4,000, and a statement of the assessed value, according to the last preceding tax-roll, of the real estate included within the probable area of assessment, to wit, the sum of \$109,215, having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is approved, and the local improvement therein provided for is hereby authorized, and this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—16.

SEWER IN TROUTMAN STREET, BETWEEN ST. NICHOLAS AVENUE AND THE BOROUGH LINE, BROOKLYN.

The following resolution of the Local Board of the Bushwick District, Borough of Brooklyn, and report of the Engineer were presented:

In the Local Board of the Bushwick District.

Resolved, That the Local Board of the Bushwick District, Borough of Brooklyn, pursuant to section 428 of the Greater New York Charter, after duly advertised hearing had this 26th day of November, 1906, hereby initiates proceedings to construct a sewer in Troutman street, from St. Nicholas avenue to the Borough line; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Bushwick District on the 26th day of November, 1906, Commissioner Dunne and Aldermen Bartscherer and Rowcroft voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 8th day of December, 1906.

BIRD S. COLER,
President of the Borough of Brooklyn.

REPORT No. 6135

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
September 30, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

SIR—Herewith is transmitted a resolution of the Local Board of the Bushwick District, Borough of Brooklyn, adopted on November 26, 1906, initiating proceedings for constructing a sewer in Troutman street, from St. Nicholas avenue to the Borough line.

This resolution affects about two and one-half long blocks of Troutman street, title to which has already been legally acquired. The street has been roughly paved with cobble from the Borough line to a point about 150 feet easterly from St. Nicholas avenue, and an approximately graded dirt road is in use through the remaining distance affected.

The necessary outlet sewer in Scott avenue was authorized by the Board of Estimate and Apportionment on November 2, 1906, and is now under construction.

I can see no reason why the resolution now presented should not be approved and such action is recommended. The work to be done comprises the following:

450 linear feet 12-inch brick sewer.

750 linear feet 66-inch brick sewer.

12 manholes.

2 receiving basins.

The estimated cost of construction is \$18,400, and the assessed valuation of the property to be benefited is \$6,882,880.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

A copy of a resolution of the Local Board of the Bushwick District duly adopted by said Board on the 26th day of November, 1906, and approved by the President of the Borough of Brooklyn on the 8th day of December, 1906, having been transmitted to the Board of Estimate and Apportionment as follows, to wit:

Resolved, That the Local Board of the Bushwick District, Borough of Brooklyn, pursuant to section 428 of the Greater New York Charter, after duly advertised hearing, had this 26th day of November, 1906, hereby initiates proceedings to construct a sewer in Troutman street from St. Nicholas avenue to the Borough Line."

—and there having been presented to said Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement will be the sum of \$18,400, and a statement of the assessed value, according to the last preceding tax-roll, of the real estate included within the probable area of assessment, to wit, the sum of \$6,882,880 having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is approved, and the local improvement therein provided for is hereby authorized, and this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—16.

SEWER IN SIXTH AVENUE, BETWEEN FIFTY-EIGHTH STREET AND FIFTY-NINTH STREET, BROOKLYN.

The following resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, and report of the Engineer were presented:

In the Local Board of the Bay Ridge District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Bay Ridge District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter. That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To construct a sewer in Sixth avenue, between Fifty-eighth and Fifty-ninth streets; and it is hereby

Resolved, That a copy of the resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Bay Ridge District on the 31st day of October, 1907, Commissioner Dunne and Aldermen Linde and Potter voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 30th day of November, 1907.

BIRD S. COLER,
President of the Borough of Brooklyn.

REPORT No. 5861.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
May 7, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

SIR—Herewith is transmitted a resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, adopted on October 31, 1907, initiating proceedings for constructing a sewer in Sixth avenue, from Fifty-eighth street to Fifty-ninth street.

Title to this street has been conveyed to the City by deed of cession. With the exception of the sewer all of the physical improvements have already been provided either by the owners of the property interested or previous to consolidation with the greater city. Several buildings have been erected upon the abutting property on each side of the street and the outlet sewer has been provided.

I would recommend the approval of the resolution, the work to be done comprising the following:

260 linear feet 12-inch pipe sewer.

2 manholes.

1 receiving basin.

The estimated cost of construction is \$1,500, and the assessed valuation of the property to be benefited is \$80,700.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

A copy of a resolution of the Local Board of the Bay Ridge District, duly adopted by said Board on the 31st day of October, 1907, and approved by the President of the Borough of Brooklyn on the 30th day of November, 1907, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To construct a sewer in Sixth avenue, between Fifty-eighth and Fifty-ninth streets,"

—and there having been presented to said Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement will be the sum of \$1,500; and a statement of the assessed value, according to the last preceding tax-roll, of the real estate included within the probable area of assessment, to wit, the sum of \$80,700, having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is approved, and the local improvement therein provided for is hereby authorized, and this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—16.

SEWER IN HAWTHORNE STREET, BETWEEN ROGERS AVENUE AND NOSTRAND AVENUE, BROOKLYN.

The following resolution of the Local Board of the Flatbush District, Borough of Brooklyn, and report of the Engineer were presented:

In the Local Board of the Flatbush District.

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, pursuant to section 428 of the Greater New York Charter, after duly advertised hearing, had this 4th day of December, 1907, hereby initiates proceedings to construct a sewer in Hawthorne street, between Rogers avenue and Nostrand avenue; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Flatbush District on the 4th day of December, 1907, Commissioner Dunne and Aldermen Wentz, Ellery and Hann voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 30th day of December, 1907.

BIRD S. COLER,
President of the Borough of Brooklyn.

REPORT No. 6144

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
September 30, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

SIR—Herewith is transmitted a resolution of the Local Board of the Flatbush District, Borough of Brooklyn, adopted on December 4, 1907, initiating proceedings for constructing a sewer in Hawthorne street, from Rogers avenue to Nostrand avenue.

This resolution affects one long block of Hawthorne street, which the Corporation Counsel has previously advised has been dedicated to public use. The street has been graded, curbed and flagged, and a large number of houses have been erected upon the abutting property on each side.

This sewer is intended to replace a 12-inch sewer which has been in use for many years, but which is of insufficient size to remove storm water.

The outlet sewer has been provided, and I would recommend the approval of the resolution, the work to be done comprising the following:

805 linear feet 24-inch pipe sewer.

40 linear feet 18-inch pipe sewer.

60 linear feet 12-inch pipe sewer.

8 manholes.

The estimated cost of construction is \$4,800, and the assessed valuation of the property to be benefited is \$837,200.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

A copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 4th day of December, 1907, and approved by the President of the Borough of Brooklyn on the 30th day of December, 1907, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

Resolved, That the Local Board of the Flatbush District, Borough of Brooklyn, pursuant to section 428 of the Greater New York Charter, after duly advertised hearing, had this 4th day of December, 1907, hereby initiates proceedings to construct a sewer in Hawthorne street, between Rogers avenue and Nostrand avenue."

—and there having been presented to said Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the

proposed work or improvement will be the sum of \$4,800; and a statement of the assessed value, according to the last preceding tax-roll, of the real estate included within the probable area of assessment, to wit, the sum of \$832,200, having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is approved, and the local improvement therein provided for is hereby authorized, and this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—16.

SEWER IN EIGHTY-FIRST STREET, BETWEEN FOURTH AVENUE AND FIFTH AVENUE,
BROOKLYN.

The following resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, and report of the Engineer were presented:

In the Local Board of the Bay Ridge District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Brooklyn, and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice, and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Bay Ridge District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To construct a sewer in Eighty-first street, between Fourth and Fifth avenues; and it is hereby

Resolved, That a copy of the resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Bay Ridge District on the 15th day of July, 1907, Commissioner Dunne and Aldermen Linde and Potter voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 31st day of July, 1907.

DESMOND DUNNE,

Acting President of the Borough of Brooklyn.

REPORT No. 6139.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
September 30, 1908.

HON. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, adopted on July 15, 1907, initiating proceedings for constructing a sewer in Eighty-first street, from Fourth avenue to Fifth avenue.

This resolution affects one long block of Eighty-first street, title to which has been legally acquired. The street is not in use at the present time, but on this date a favorable report has been prepared upon a Local Board resolution providing for grading it. With the exception of a house erected at the northeasterly corner of Fourth avenue, the abutting property is unimproved.

The outlet sewer has been provided and I would recommend the approval of the resolution, the work to be done comprising the following:

50 linear feet 12-inch pipe sewer.

8 manholes.

The estimated cost of construction is \$4,400, and the assessed valuation of the property to be benefited is \$39,350.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

A copy of a resolution of the Local Board of the Bay Ridge District, duly adopted by said Board on the 15th day of July, 1907, and approved by the President of the Borough of Brooklyn on the 31st day of July, 1907, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To construct a sewer in Eighty-first street, between Fourth and Fifth avenues,

and there having been presented to said Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement will be the sum of \$4,400; and a statement of the assessed value, according to the last preceding tax roll, of the real estate included within the probable area of assessment, to wit, the sum of \$39,350, having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is approved, and the local improvement therein provided for is hereby authorized, and this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—16.

SEWER IN SIXTH AVENUE, BETWEEN FIFTY-SECOND STREET AND FIFTY-THIRD STREET,
BROOKLYN.

The following resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, and report of the Engineer were presented:

In the Local Board of the Bay Ridge District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Brooklyn, and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him

and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice, and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Bay Ridge District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To construct a sewer in Sixth avenue, between Fifty-second and Fifty-third streets; and it is hereby

Resolved, That a copy of the resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Bay Ridge District on the 31st day of October, 1907, Commissioner Dunne and Aldermen Linde and Potter voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 30th day of November, 1907.

BIRD S. COLER.

President of the Borough of Brooklyn.

REPORT No. 6137.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
September 30, 1908.

HON. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, adopted on October 31, 1907, initiating proceedings for constructing a sewer in Sixth avenue, between Fifty-second street and Fifty-third street.

This resolution affects one short block of Sixth avenue, which the Engineer of the Topographical Bureau advises has been ceded to the City. The street has been paved, and a few houses have been erected upon the abutting property.

The necessary outlet sewer has been built, and I would recommend the approval of the resolution, the work to be done comprising the following:

240 linear feet 12-inch pipe sewer.

3 manholes.

The estimated cost of construction is \$1,300, and the assessed valuation of the property to be benefited is \$19,500.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

A copy of a resolution of the Local Board of the Bay Ridge District, duly adopted by said Board on the 31st day of October, 1907, and approved by the President of the Borough of Brooklyn on the 30th day of November, 1907, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To construct a sewer in Sixth avenue, between Fifty-second and Fifty-third streets,

and there having been presented to said Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement will be the sum of \$1,300, and a statement of the assessed value, according to the last preceding tax roll, of the real estate included within the probable area of assessment, to wit, the sum of \$19,500, having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is hereby approved, and the local improvement therein provided for is hereby authorized, and this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—16.

RECEIVING BASINS AT THE NORTHWEST AND SOUTHWEST CORNERS OF NORMAN AVENUE
AND GUERNSEY STREET, BROOKLYN.

The following resolution of the Local Board of the Williamsburg District, Borough of Brooklyn, and report of the Engineer were presented:

In the Local Board of the Williamsburg District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Williamsburg District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To construct sewer basins at the northwest and southwest corners of Norman avenue and Guernsey street; and it is hereby

Resolved, That a copy of the resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Williamsburg District on the 26th day of February, 1908, President Coler and Aldermen Finnigan, McAleer and Barton voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 12th day of March, 1908.

BIRD S. COLER.

President of the Borough of Brooklyn.

REPORT No. 6132.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
September 30, 1908.

HON. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Williamsburg District, Borough of Brooklyn, adopted on February 26, 1908, initiating proceedings for

constructing receiving basins at the northwesterly and southwesterly corners of Norman avenue and Guernsey street.

These basins are needed for the removal of surface drainage from the north and south along the line of Guernsey street, which has been paved with asphalt.

The necessary outlet sewer has been constructed, and I would recommend the approval of the resolution.

The estimated cost of construction is \$400, and the assessed valuation of the property to be benefited is \$164,800.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

A copy of a resolution of the Local Board of the Williamsburg District, duly adopted by said Board on the 26th day of February, 1908, and approved by the President of the Borough of Brooklyn on the 12th day of March, 1908, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To construct sewer basins at the northwest and southwest corners of Norman avenue and Guernsey street,"

—and there having been presented to said Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement will be the sum of \$400, and a statement of the assessed value, according to the last preceding tax roll, of the real estate included within the probable area of assessment, to wit, the sum of \$164,800, having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is approved, and the local improvement therein provided for is hereby authorized, and this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—16.

REGULATING AND GRADING EAST TWENTY-FIFTH STREET, BETWEEN CLARENCE ROAD AND CANARSIE LANE, BROOKLYN.

The following resolution of the Local Board of the Flatbush District, Borough of Brooklyn, and report of the Engineer were presented:

In the Local Board of the Flatbush District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the City Record that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Flatbush District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To regulate, grade, set curb on concrete and lay cement sidewalks on East Twenty-fifth street, between Clarence road and Canarsie lane; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Flatbush District on the 10th day of July, 1907, Commissioner Dunne and Alderman Hann voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 19th day of July, 1907.

BIRD S. COLER,

President of the Borough of Brooklyn.

REPORT No. 6138.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
September 30, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Flatbush District, Borough of Brooklyn, adopted on July 10, 1907, initiating proceedings for grading, curbing and flagging East Twenty-fifth street, from Clarence road to Canarsie lane.

This resolution affects one long block of East Twenty-fifth street, title to which has been acquired by deed of cession. The roadway has been roughly graded and a building has been erected at the northeasterly corner of Clarence road.

I would recommend the approval of the resolution, the work to be done comprising the following:

5,000 cubic yards grading.

840 linear feet curbing.

4,200 square feet cement walk.

The estimated cost of construction is \$3,000, and the assessed valuation of the land to be benefited is \$13,000.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

A copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 10th day of July, 1907, and approved by the President of the Borough of Brooklyn on the 10th day of July, 1907, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To regulate, grade, set curb on concrete and lay cement sidewalks on

East Twenty-fifth street, between Clarence road and Canarsie lane,"

—and there having been presented to said Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement will be the sum of \$1,000, and a statement of the assessed value, according to the last preceding tax roll, of the real estate included within the probable area of assessment, to wit, the sum of \$13,000, having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is approved, and the local improvement therein provided for is hereby authorized, and

this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—16.

REGULATING AND GRADING EAST EIGHTEENTH STREET, BETWEEN NEWKIRK AVENUE AND FOSTER AVENUE, BROOKLYN.

The following resolution of the Local Board of the Flatbush District, Borough of Brooklyn, and report of the Engineer were presented:

In the Local Board of the Flatbush District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the City Record that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Flatbush District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To regulate, grade, set cement curb and lay cement sidewalks on East Eighteenth street, between Newkirk and Foster avenues; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Flatbush District on the 27th day of June, 1907, Commissioner Dunne and Alderman Wentz, Ellery and Hann voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 19th day of July, 1907.

BIRD S. COLER,
President of the Borough of Brooklyn.

REPORT No. 6143.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
September 30, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Flatbush District, Borough of Brooklyn, adopted on June 27, 1907, initiating proceedings for grading, curbing and flagging East Eighteenth street, from Newkirk avenue to Foster avenue.

This resolution affects a length of one block, or about 450 feet of East Eighteenth street, title to which has been legally acquired. The street has been approximately graded, the sidewalks have been flagged, and the abutting property has been partially improved.

I would recommend the approval of the resolution, the work to be done comprising the following:

1,500 cubic yards grading.

660 linear feet curbing.

4,800 square feet cement walk.

The estimated cost of construction is \$2,600, and the assessed valuation of the land to be benefited is \$41,500.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

A copy of a resolution of the Local Board of the Flatbush District, duly adopted by said Board on the 27th day of June, 1907, and approved by the President of the Borough of Brooklyn on the 19th day of July, 1907, having been transmitted to the Board of Estimate and Apportionment as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To regulate, grade, set cement curb and lay cement sidewalks on East

Eighteenth street, between Newkirk and Foster avenues,"

—and there having been presented to said Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement will be the sum of \$2,600; and a statement of the assessed value, according to the last preceding tax roll, of the real estate included within the probable area of assessment, to wit, the sum of \$41,500, having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is approved, and the local improvement therein provided for is hereby authorized, and this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—16.

REGULATING AND GRADING AVENUE S, BETWEEN EAST EIGHTEENTH STREET AND OCEAN AVENUE, BROOKLYN.

The following resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, and report of the Engineer were presented:

In the Local Board of the Bay Ridge District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the City Record that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Bay Ridge District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To regulate, grade, set or reset curb and lay cement sidewalks on Avenue S, where not already done, between East Eighteenth street and Ocean avenue; and it is hereby

Resolved, That a copy of the resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Bay Ridge District on the 2d day of July, 1906.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 30th day of August, 1906.

BIRD S. COLER,

President of the Borough of Brooklyn.

REPORT NO. 6141.

BOARD OF ESTIMATE AND APPORTIONMENT,]
OFFICE OF THE CHIEF ENGINEER,]
September 30, 1908.]

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

SIR—Herewith is transmitted a resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, adopted on July 2, 1906, initiating proceedings for grading, curbing and flagging Avenue S, from East Eighteenth street to Ocean avenue.

This resolution affects a length of two short blocks of Avenue S, title to which has not been acquired under formal opening proceedings, but there is presented with the papers a copy of a communication from the Acting Corporation Counsel addressed to the Borough President, under date of March 30, 1907, advising that the street has been dedicated to public use. The street has been approximately shaped and graded, shade trees have been planted, and at Ocean avenue one house has been erected upon the abutting property on each side.

I would recommend the approval of the resolution, the work to be done comprising the following:

800 cubic yards grading.

1,120 linear feet curbing.

5,300 square feet cement walk.

The estimated cost of construction is \$2,800, and the assessed valuation of the land to be benefited is \$45,500.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

A copy of a resolution of the Local Board of the Bay Ridge District, duly adopted by said Board on the 2d day of July, 1906, and approved by the President of the Borough of Brooklyn on the 30th day of August, 1906, having been transmitted to the Board of Estimate and Apportionment as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To regulate, grade, set or reset curb and lay cement sidewalks on Avenue S, where not already done, between East Eighteenth street and Ocean avenue."

—and there having been presented to said Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement will be the sum of \$2,800; and a statement of the assessed value, according to the last preceding tax roll, of the real estate included within the probable area of assessment, to wit, the sum of \$45,500, having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is approved, and the local improvement therein provided for is hereby authorized, and this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—16.

GRADING SIXTY-FIRST STREET, BETWEEN SEVENTH AND EIGHTH AVENUES, BROOKLYN.

The following resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, and report of the Engineer were presented:

In the Local Board of the Bay Ridge District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the City Record that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Bay Ridge District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To regulate and grade Sixty-first street between Seventh and Eighth avenues; and it is hereby

Resolved, That a copy of the resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Bay Ridge District on the 15th day of July, 1907, Commissioner Dunne and Aldermen Linde and Potter voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 31st day of July, 1907.

DESMOND DUNNE.

Acting President of the Borough of Brooklyn.

REPORT NO. 6142.

BOARD OF ESTIMATE AND APPORTIONMENT,]
OFFICE OF THE CHIEF ENGINEER,]
September 30, 1908.]

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

SIR—Herewith is transmitted a resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, adopted on July 15, 1907, initiating proceedings for grading Sixty-first street, between Seventh avenue and Eighth avenue.

This resolution affects one long block of Sixty-first street, title to which has been legally acquired. A narrow roadway is in use adjacent to Seventh avenue and a few houses have been erected upon the abutting property on the southerly side,

It is considered inadvisable at this time to lay the curbing and flagging, as the land is very much lower than the established grade and a considerable amount of filling will be required.

I would recommend the approval of the resolution, the work to be done comprising 5,000 cubic yards of grading, the estimated cost of which is \$2,100. The assessed valuation of the land to be benefited is \$12,510.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

A copy of a resolution of the Local Board of the Bay Ridge District, duly adopted by said Board on the 15th day of July, 1907, and approved by the President of the Borough of Brooklyn on the 31st day of July, 1907, having been transmitted to the Board of Estimate and Apportionment as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To regulate and grade Sixty-first street between Seventh and Eighth avenues,"

—and there having been presented to said Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement will be the sum of \$2,100, and a statement of the assessed value, according to the last preceding tax roll, of the real estate included within the probable area of assessment, to wit, the sum of \$12,510, having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is approved, and the local improvement therein provided for is hereby authorized, and this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—16.

GRADING AND CURBING FORTY-FIRST STREET, BETWEEN SIXTH AVENUE AND A POINT ABOUT 320 FEET WEST OF NINTH AVENUE, AND FLAGGING FORTY-FIRST STREET, BETWEEN SIXTH AVENUE AND NEW Utrecht AVENUE, BROOKLYN.

The following resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, and report of the Engineer were presented:

In the Local Board of the Bay Ridge District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the City Record that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Bay Ridge District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To regulate, grade, set curb on concrete on Forty-first street, between Sixth avenue and a point 320 feet, more or less, west of Ninth avenue, and to lay cement sidewalks between Sixth and New Utrecht avenues; and it is hereby

Resolved, That a copy of the resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Bay Ridge District on the 15th day of July, 1907, Commissioner Dunne and Aldermen Linde and Potter voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 31st day of July, 1907.

DESMOND DUNNE.

Acting President of the Borough of Brooklyn.

REPORT NO. 6131.

BOARD OF ESTIMATE AND APPORTIONMENT,]
OFFICE OF THE CHIEF ENGINEER,]
September 30, 1908.]

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

SIR—Herewith is transmitted a resolution of the Local Board of the Bay Ridge District, Borough of Brooklyn, adopted on July 15, 1907, initiating proceedings for grading and curbing Forty-first street, between Sixth avenue and a point about 320 feet west of Ninth avenue, and for flagging this street between Sixth avenue and New Utrecht avenue.

This resolution affects four long blocks of Forty-first street, title to which has been legally acquired. The street has been graded and curbed east of the old City line, near Ninth avenue, and it is approximately graded westerly therefrom. Between Seventh and Ninth avenues the abutting property has been largely improved, and in the remaining distance described a few houses have been erected.

I would recommend the approval of the resolution, the work to be done comprising the following:

1,200 cubic yards grading.

3,900 linear feet curbing.

30,000 square feet cement walk.

The estimated cost of construction is \$10,700, and the assessed valuation of the land to be benefited is \$151,250.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

A copy of a resolution of the Local Board of the Bay Ridge District, duly adopted by said Board on the 15th day of July, 1907, and approved by the President of the Borough of Brooklyn on the 31st day of July, 1907, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To regulate, grade, set curb on concrete on Forty-first street, between Sixth avenue and a point 320 feet, more or less, west of Ninth avenue, and to lay cement sidewalks between Sixth and New Utrecht avenues."

—and there having been presented to said Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the

proposed work or improvement will be the sum of \$10,700, and a statement of the assessed value, according to the last preceding tax roll, of the real estate included within the probable area of assessment, to wit, the sum of \$151,250, having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is approved, and the local improvement therein provided for is hereby authorized, and this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—16.

REGULATING, GRADING AND PAVING CENTRE STREET, FROM HENRY STREET TO HICKS STREET, BROOKLYN.

The following resolution of the Local Board of the Red Hook District, Borough of Brooklyn, and report of the Engineer were presented:

In the Local Board of the Red Hook District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Red Hook District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That the Local Board of the Red Hook District, Borough of Brooklyn, this 29th day of June, 1905, hereby initiates proceedings to regulate, grade, curb and pave with asphalt on concrete foundation Centre street, between Henry and Hicks streets; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Red Hook District on the 29th day of June, 1905, Commissioner Brackenridge and Aldermen Kenney and Gillen voting in favor thereof.

Attest:

JAMES A. HEFFERNAN, Secretary.

Approved this 19th day of July, 1905.

J. C. BRACKENRIDGE,

Acting President of the Borough of Brooklyn.

REPORT No. 6130.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
September 30, 1905.

Hon. George B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Red Hook District, Borough of Brooklyn, adopted on June 29, 1905, initiating proceedings for grading, curbing and paving with asphalt Centre street, between Henry street and Hicks street.

This resolution affects one long block of Centre street, title to which has been legally acquired. The street has been approximately graded, a number of houses have been erected upon the abutting property, and all of the subsurface construction has been completed.

I would recommend the approval of the resolution, the work to be done comprising the following:

400 cubic yards grading.

840 linear feet curbing.

1,120 square yards asphalt pavement.

The estimated cost of construction is \$3,700, and the assessed valuation of the land to be benefited is \$27,100.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

A copy of a resolution of the Local Board of the Red Hook District, duly adopted by the said Board on the 29th day of June, 1905, and approved by the President of the Borough of Brooklyn on the 19th day of July, 1905, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That the Local Board of the Red Hook District, Borough of Brooklyn, this 29th day of June, 1905, hereby initiates proceedings to regulate, grade, curb and pave with asphalt on concrete foundation Centre street, between Henry and Hicks streets."

—and there having been presented to said Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement will be the sum of \$3,700, and a statement of the assessed value, according to the last preceding tax roll, of the real estate included within the probable area of assessment, to wit, the sum of \$27,100, having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is approved, and the local improvement therein provided for is hereby authorized, and this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—16.

REGULATING, GRADING AND PAVING WEST NINTH STREET, FROM HICKS STREET TO HENRY STREET, BROOKLYN.

The following resolution of the Local Board of the Red Hook District, Borough of Brooklyn, and report of the Engineer were presented:

In the Local Board of the Red Hook District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Brooklyn; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the CITY RECORD that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where

there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Red Hook District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To regulate, grade, set curb on concrete, lay cement sidewalks and pave with granite block on concrete foundation, West Ninth street, between Hicks and Henry streets; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Red Hook District on the 27th day of May, 1907, Commissioner Dunne and Aldermen Kuck and Monahan voting in favor thereof.

Attest:

CHARLES FREDERICK ADAMS, Secretary.

Approved this 29th day of June, 1907.

BIRD S. COLER,

President of the Borough of Brooklyn.

Report No. 6129.

BOARD OF ESTIMATE AND APPORTIONMENT,

OFFICE OF THE CHIEF ENGINEER,

September 30, 1907.

Hon. George B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Red Hook District, Borough of Brooklyn, adopted on May 27, 1907, initiating proceedings for grading, curbing and flagging, and for paving with granite block West Ninth street, between Hicks street and Henry street.

This resolution affects one long block of West Ninth street, title to which has been legally acquired. The street has been approximately graded, some of the flagging has been laid, a number of buildings have been erected upon the abutting property, and with the exception of the gas main all of the subsurface construction has been provided for.

I would recommend the approval of the resolution, with the understanding that the gas main will be laid before construction is begun. The work to be done comprises the following:

500 cubic yards grading.

840 linear feet curbing.

1,120 square yards granite block pavement.

4,200 square feet cement walk.

The estimated cost of construction is \$6,200 and the assessed valuation of the land to be benefited is \$27,800.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

A copy of a resolution of the Local Board of the Red Hook District, duly adopted by said Board on the 27th day of May, 1907, and approved by the President of the Borough of Brooklyn on the 29th day of June, 1907, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To regulate, grade, set curb on concrete, lay cement sidewalks and pave with granite block on concrete foundation, West Ninth street, between Hicks and Henry streets."

—and there having been presented to said Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement will be the sum of \$6,200, and a statement of the assessed value, according to the last preceding tax-roll, of the real estate included within the probable area of assessment, to wit, the sum of \$27,800, having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is approved, and the local improvement therein provided for is hereby authorized, and this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—16.

REGULATING AND GRADING GARRISON AVENUE, BETWEEN WHITTIER STREET AND A POINT 50 FEET EASTERLY FROM THE EASTERN LINE OF EDGEWATER ROAD, THE BRONX.

The following resolution of the Local Board of the Morrisania District, Borough of The Bronx, and report of the Engineer were presented:

Local Board of Morrisania, Twenty-second District.

Whereas, On the 6th day of June, 1907, the Local Board of Morrisania adopted a resolution initiating proceedings for the regulating and grading of Garrison avenue, from Whittier street to the Bronx River, which was duly forwarded to the Board of Estimate and Apportionment for approval; and

Whereas, It appears that the bulkhead line has not yet been constructed at the river-front, and that no provision for the same appears to have been made; and

Whereas, According to the Engineer of Public Improvements of the Board of Estimate and Apportionment, it does not appear to be possible, therefore, to carry out the said grading improvement with the Bronx River as the terminal; and

Whereas, The said Engineer suggests that the resolution be amended to include the bulkhead construction (which is in the jurisdiction of the Dock Department), or to fix the terminal back of the bulkhead line; and

Whereas, Property on the water-front along the Bronx River, between Garrison avenue and Lafayette avenue, has been leased and sold to dealers and operators, who are constructing large coal pockets along said river-front; now therefore be it

Resolved, by the Local Board of Morrisania, Twenty-second District, That the resolution hereinafter adopted on June 6, 1907, be and the same is hereby amended so as to read as follows:

Resolved, That the Local Board of Morrisania, Twenty-second District, does hereby initiate proceedings for the regulating and grading, setting curbstones and flagging sidewalks a space four feet wide, laying crosswalks and building approaches where necessary in Garrison avenue, from Whittier street to a point 50 feet east from the easterly line of Edgewater road, Borough of The Bronx, City of New York.

Resolved, That a copy of these preambles and resolutions be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of Morrisania, Twenty-second District, on the 7th day of October, 1908, Alderman Brown and the President of the Borough of The Bronx voting in favor thereof.

Negative—None.

Attest:

HENRY A. GAMBLETOS, Secretary.

Approved and certified this 10th day of October, 1908.

LOUIS F. HAFFEN,

President of the Borough of The Bronx.

REPORT No. 6220

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
October 16, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Appportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Morrisania District, Borough of The Bronx, adopted on October 7, 1908, initiating proceedings for grading, curbing and flagging Garrison avenue, from Whittier street to a point 50 feet easterly from the easterly line of Edgewater road.

This resolution affects two short blocks of Garrison avenue, title to which has been legally acquired. The street is not in use at the present time, and there are no buildings on the abutting property. The Borough authorities advise that several important improvements are projected along the water-front in this vicinity, and the grading improvement is asked for at this time to provide a convenient access to the same.

I would recommend the approval of the resolution, the work to be done comprising the following:

8,500 cubic yards embankment.

650 linear feet curbing.

2,100 square feet flagging.

The estimated cost of construction is \$5,400, and the assessed valuation of the land to be benefited is \$22,800.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

A copy of a resolution of the Local Board of the Morrisania, Twenty-second District, duly adopted by said Board on the 7th day of October, 1908, and approved by the President of the Borough of The Bronx on the 10th day of October, 1908, having been transmitted to the Board of Estimate and Appportionment as follows, to wit:

"Resolved, That the Local Board of Morrisania, Twenty-second District, does hereby initiate proceedings for the regulating and grading, setting curbstones and flagging sidewalks a space four feet wide, laying crosswalks and building approaches where necessary, in Garrison avenue, from Whittier street to a point 50 feet east from the easterly line of Edgewater road, Borough of The Bronx, City of New York."

—and there having been presented to said Board of Estimate and Appportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement will be the sum of \$5,400; and a statement of the assessed value, according to the last preceding tax roll, of the real estate included within the probable area of assessment, to wit, the sum of \$22,800, having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is approved, and the local improvement therein provided for is hereby authorized. And this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—16.

PAVING BROADWAY, BETWEEN SPUYTEN DUYVIL CREEK AND THE CITY LINE, THE BRONX.

The following resolution of the Local Board of the Van Cortlandt District, Borough of The Bronx, and report of the Engineer were presented:

In Local Board of Van Cortlandt, Twenty-fifth District, Borough of The Bronx.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of The Bronx; and

Whereas, He has appointed a time for a meeting of the Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the City Record that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of these Local Boards at which the said petition would be submitted by him to the said Local Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of Van Cortlandt, Twenty-fifth District, Borough of The Bronx, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter. That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

For paving with asphalt blocks on concrete foundation Broadway, from Spuyten Duyvil Creek to the north line of the city, and with granite blocks on concrete foundation in the centre thereof where the grade is over 4 per cent, and setting curb where necessary; also that the surface railroad company be required to repave the portion for which it is responsible, in the Borough of The Bronx, City of New York; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Appportionment for its approval.

Adopted by the Local Board of Van Cortlandt, Twenty-fifth District, on the 9th day of April, 1908, Alderman Handy, Alderman Hochdorfer, Alderman Crowley and the President of the Borough of The Bronx voting in favor thereof.

Negative—None.

Attest:

HENRY A. GUMBLETON, Secretary.

Approved and certified this 18th day of April, 1908.

LOUIS F. HAFFEN,
President of the Borough of The Bronx.

REPORT No. 6219.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
October 15, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Appportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Van Cortlandt District, Borough of The Bronx, adopted on April 9, 1908, initiating proceedings for paving with asphalt block, with a granite block central strip where the grade is more than 4 per cent, Broadway, between Spuyten Duyvil Creek, and the northerly line of The City of New York.

This resolution affects the entire length of Broadway within the limits of The Bronx, this comprising a little over two miles of the street, title to which has been legally acquired. The street has been graded, curbed and flagged; the abutting property has been slightly improved, and with the exception of a number of receiving basins and a portion of the gas main, all of the subsurface structures have been provided. The centre of the roadway through the entire distance described is occupied by trolley tracks, and the subway elevated structure extends northwardly as far as West Two Hundred and Forty-second street. The entire frontage on the easterly side north of West Two Hundred and Forty-second street is occupied by Van Cortlandt Park. The improvement when carried out will provide a needed highway to connect the Borough of Manhattan with Yonkers, where the street has already been paved.

I believe that the construction of the remaining receiving basins can advantageously be deferred until the development of the adjoining section requires additional facilities for the removal of surface drainage, and I would therefore recommend the approval of the resolution, with the understanding that the gas main will be completed before the pavement is laid. The work to be done comprises the following:

79,300 square yards asphalt block pavement.

2,000 square yards granite block pavement.

36,000 linear feet curbing reset.

The estimated cost of construction is \$250,000, and the assessed valuation of the property to be benefited is \$943,380. It is also estimated that \$60,000 of the cost of this improvement will be borne by the Union Railway Company.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

A copy of a resolution of the Local Board of the Van Cortlandt, Twenty-fifth, District, duly adopted by said Board on the 9th day of April, 1908, and approved by the President of the Borough of The Bronx on the 18th day of April, 1908, having been transmitted to the Board of Estimate and Appportionment as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"For paving with asphalt blocks on concrete foundation Broadway, from Spuyten Duyvil Creek to the north line of the city, and with granite blocks on concrete foundation in the centre thereof where the grade is over 4 per cent, and setting curb where necessary; also that the surface railroad company be required to repave the portion for which it is responsible, in the Borough of The Bronx, City of New York."

—and there having been presented to said Board of Estimate and Appportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement will be the sum of \$250,000, and a statement of the assessed value, according to the last preceding tax roll, of the real estate included within the probable area of assessment, to wit, the sum of \$943,380, having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is approved, and the local improvement therein provided for is hereby authorized, and this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—16.

PAVING CAMBRELENG AVENUE, BETWEEN GROTE STREET AND THE LANDS OF ST. JOHN'S COLLEGE, THE BRONX.

The following joint resolution of the Local Boards of the Crotona and Van Cortlandt Districts, Borough of The Bronx, and report of the Engineer were presented:

In the Local Boards of Crotona and Van Cortlandt, Twenty-fourth and Twenty-fifth Districts, Borough of The Bronx.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of The Bronx; and

Whereas, He has appointed a time for a meeting of these Local Boards not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Boards, and he has caused a notice to be published in the City Record that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of these Local Boards at which the said petition would be submitted by him to the said Local Boards, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Boards, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Boards of Crotona and Van Cortlandt, Twenty-fourth and Twenty-fifth Districts, Borough of The Bronx, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter. That the said petition be and the same hereby is granted; and it is hereby

Resolved, That these Boards do hereby initiate proceedings for the said local improvement, to wit:

For paving with asphalt block pavement on a concrete foundation the roadway of Cambreleng avenue, from Grote street to the lands of St. John's College (Fordham University), and setting curb where required, in the Borough of The Bronx, City of New York; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Appportionment for its approval.

Adopted by the Local Boards of Crotona and Van Cortlandt, Twenty-fourth and Twenty-fifth Districts, on the 9th day of April, 1908, Alderman Handy, Alderman Hochdorfer, Alderman Crowley, Alderman Hickey and the President of the Borough of The Bronx voting in favor thereof.

Negative—None.

Attest:

HENRY A. GUMBLETON, Secretary.

Approved and certified this 17th day of April, 1908.

LOUIS F. HAFFEN,
President of the Borough of The Bronx.

REPORT No. 6173.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
October 8, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Appportionment:

Sir—Herewith is transmitted a joint resolution of the Local Boards of the Crotona and Van Cortlandt Districts, Borough of The Bronx, adopted on April 9, 1908, initiating proceedings for paving with asphalt block Cambreleng avenue, between Grote street and the lands of St. John's College.

This resolution affects five and one-half long blocks of Cambreleng avenue, title to which has been legally acquired. The street has been graded, curbed and flagged; the abutting property has been partially developed, and all of the subsurface improvements have been provided.

I would recommend the approval of the resolution, the work to be done comprising the following:

7,420 square yards asphalt block pavement.

5,500 linear feet old curbing reset.

The estimated cost of construction is \$22,300, and the assessed valuation of the property to be benefited is \$522,150.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

A copy of a resolution of the Local Board of the Crotona and Van Cortlandt, Twenty-fourth and Twenty-fifth Districts, duly adopted by said Board on the 9th day of April, 1908, and approved by the President of the Borough of The Bronx on

the 27th day of April, 1908, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That these Boards do hereby initiate proceedings for the said local improvement, to wit:

"For paving with asphalt block pavement on a concrete foundation, the roadway of Cambreleng avenue, from Grote street to the lands of St. John's College (Fordham University), and setting curb where required, in the Borough of The Bronx, City of New York."

—and there having been presented to said Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement will be the sum of \$22,500, and a statement of the assessed value, according to the last preceding tax roll, of the real estate included within the probable area of assessment, to wit, the sum of \$522,150, having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is approved, and the local improvement therein provided for is hereby authorized, and this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—16.

SEWER IN FREEMAN AVENUE, BETWEEN THE EAST RIVER AND VAN ALST AVENUE, QUEENS.

Granting Title to Freeman Avenue, Between the Easterly Side of Hamilton Street and the Easterly Side of Van Alst Avenue.

The following resolution of the Local Board of the Newtown District, Borough of Queens and report of the Engineer were presented:

In the Local Board of the Newtown District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Queens; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the City Record that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Newtown District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To construct a sewer and appurtenances in Freeman avenue, from the East River to Van Alst avenue, in the First Ward of the Borough of Queens; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Newtown District on the 6th day of February, 1908, Aldermen Emerer and Flanagan and Joseph Bermel, President of the Borough of Queens, voting in favor thereof.

Attest:

HERMAN RINGE, Secretary.

Approved this 6th day of February, 1908.

JOSEPH BERMEL,
President of the Borough of Queens.

REPORT No. 6164.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
October 2, 1908.

HON. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

SIR—Herewith is transmitted a resolution of the Local Board of the Newtown District, Borough of Queens, adopted on February 6, 1908, initiating proceedings for constructing a sewer in Freeman avenue, from the East River to Van Alst avenue, in the First Ward.

Between the East River and Vernon avenue title to this street has been legally acquired. On June 2, 1905, a resolution providing for acquiring title to Freeman avenue, between Jackson avenue and Vernon avenue, was approved by the Board of Estimate and Apportionment, and the oaths of the Commissioners of Estimate and Assessment were filed on December 14 following. Title to that portion of the street between Vernon avenue and the easterly line of Hamilton street has already been vested in the City under this proceeding.

The resolution now presented affects eight short blocks of Freeman avenue, which has been approximately graded. The East River Gas Company occupies the entire frontage on both sides between the East River and Vernon avenue, and a few buildings, including a church at the northeasterly corner of Vernon avenue, have been erected upon the abutting property in the remaining distance affected.

Between Vernon avenue and the East River a sewer has already been built as an outlet to the sewer in Vernon avenue south of Freeman avenue. This is, however, of inadequate capacity to accommodate the flow from the territory for which the Freeman avenue sewer is the outlet. It is now to be supplemented by a sewer of lesser capacity, and as shown upon an amended drainage plan recently adopted.

The sewer now under consideration outlets directly into the East River.

I would recommend the approval of the resolution, the work to be done comprising the following:

235 linear feet 3-foot 6-inch concrete sewer.
265 linear feet 3-foot concrete sewer.
1,600 linear feet 2-foot 6-inch concrete sewer.
205 linear feet 12-inch pipe sewer.
16 manholes.
13 receiving basins.

The estimated cost of construction is \$32,000, and the assessed valuation of the property to be benefited is \$644,700.

I would also recommend that title to Freeman avenue, between the easterly side of Hamilton street and the easterly side of Van Alst avenue, be vested in the City on December 15, 1908.

On May 4, 1906, a resolution was adopted by the Board of Estimate and Apportionment providing for the construction of sewers in Hamilton street, between Webster avenue and Noble street, and in Freeman avenue, between Hamilton street and Vernon avenue, at an estimated cost of \$7,800. This improvement was not contracted for owing to the change made in the drainage plan, and the work will not be required. It is therefore recommended that the resolution be rescinded.

Respectfully,
ARTHUR S. TUTTLE, Engineer in Charge.

The following resolutions were then adopted:

Resolved, That the resolution adopted by the Board of Estimate and Apportionment on May 4, 1906, providing for the construction of sewers in Hamilton street,

from Webster avenue to Noble street, and in Freeman avenue, from Hamilton street to Vernon avenue, Borough of Queens, be and the same hereby is rescinded.

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 Richmond—16.

Whereas, The Board of Estimate and Apportionment on the 2d day of June, 1905, adopted a resolution requesting the Corporation Counsel to institute proceedings to acquire title, in fee wherever the same has not heretofore been acquired, for the use of the public, to the lands, tenements and hereditaments that shall or may be required for the purpose of opening and extending Freeman avenue, between Jackson avenue and Vernon avenue, in the Borough of Queens, City of New York; and

Whereas, Commissioners of Estimate have been appointed by the Supreme Court, in proceedings to acquire title to said Freeman avenue, and the oaths of said Commissioners of Estimate were duly filed as required by law on the 14th day of December, 1905; therefore be it

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 900 of the Greater New York Charter, directs that upon the 15th day of December, 1908, the title in fee to each and every piece or parcel of land lying within the lines of said Freeman avenue, between the easterly side of Hamilton street and the easterly side of Van Alst avenue, in the Borough of Queens, City of New York, so required, shall be vested in The City of New York.

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 Richmond—16.

A copy of a resolution of the Local Board of the Newtown District, duly adopted by said Board on the 6th day of February, 1908, and approved by the President of the Borough of Queens on the 6th day of February, 1908, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To construct a sewer and appurtenances in Freeman avenue, from the East River to Van Alst avenue, in the First Ward of the Borough of Queens."

—and there having been presented to said Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement will be the sum of \$32,000; and a statement of the assessed value, according to the last preceding tax-roll, of the real estate included within the probable area of assessment, to wit, the sum of \$644,700, having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is approved, and the local improvement therein provided for is hereby authorized, and this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—16.

TEMPORARY SEWERS IN FOURTEENTH AVENUE, BETWEEN TWENTY-SEVENTH STREET AND FOURTEENTH STREET, AND IN FOURTEENTH STREET, BETWEEN FOURTEENTH AVENUE AND A POINT 1,000 FEET EASTERLY THEREFROM, QUEENS.

The following resolution of the Local Board of the Jamaica District, Borough of Queens, and report of the Engineer were presented:

In the Local Board of the Jamaica District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Queens; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the City Record that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Jamaica District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To construct a temporary sewer and appurtenances in Fourteenth avenue, from Twenty-seventh street to Fourteenth street, and in Fourteenth street, from Fourteenth avenue to a point one thousand (1,000) feet easterly therefrom, at Whitestone, Third Ward of the Borough of Queens; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Jamaica District on the 3d day of June, 1908, Aldermen Hogan and Carter and Lawrence Gresser, President of the Borough of Queens, voting in favor thereof.

Attest:

JOHN M. CRAGEN, Secretary.
Approved this 3d day of June, 1908.

LAWRENCE GRESSER,
President of the Borough of Queens.

REPORT No. 6221.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
October 16, 1908.

HON. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

SIR—Herewith is transmitted a resolution of the Local Board of the Jamaica District, Borough of Queens, adopted on June 3, 1908, initiating proceedings for constructing temporary sewers in the following streets at Whitestone, in the Third Ward: Fourteenth avenue, between Fourteenth street and Twenty-seventh street.

Fourteenth street, between Fourteenth avenue and a point 1,000 feet easterly therefrom.

These streets have not been placed upon the City map, but with the resolution are submitted affidavits showing that they have been in use as public thoroughfares for more than twenty years and that they have been maintained as such by the public authorities. There is also submitted a report by the Topographical Engineer of the Borough advising that in his opinion the City has acquired an inalienable easement in each through its entire width, as shown on a map adopted by the Trustees of the former Village of Whitestone.

The resolution affects one long block of Fourteenth avenue and three short blocks of Fourteenth street. The roadway of each has been macadamized through a portion of its width, the water main has been laid, a number of houses have been erected upon the abutting property and the necessary outlet sewer has been built.

The need for drainage facilities in this locality is urgent, and under the circumstances I would recommend the approval of the resolution. The work to be done comprises the following:

993 linear feet 15-inch pipe sewer.
1,050 linear feet 12-inch pipe sewer.
15 manholes.

The estimated cost of construction is \$8,500 and the assessed valuation of the property to be benefited is \$120,100.

I would also recommend the approval of the map submitted herewith showing the sewers it is intended to build.

Respectfully,
ARTHUR S. TUTTLE, Engineer in Charge.

The following resolutions were then adopted:

Resolved, That the plan submitted by the President of the Borough of Queens, showing temporary sewers in Fourteenth avenue, between Fourteenth street and Twenty-seventh street; in Fourteenth street, between Fourteenth avenue and a point 1,000 feet easterly therefrom, in the Third Ward, Borough of Queens, be and the same hereby is approved.

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 Richmond—16.

A copy of a resolution of the Local Board of the Jamaica District, duly adopted by said Board on the 3d day of June, 1908, and approved by the President of the Borough of Queens on the 3d day of June, 1908, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To construct a temporary sewer and appurtenances in Fourteenth avenue, from Twenty-seventh street to Fourteenth street, and in Fourteenth street, from Fourteenth avenue to a point one thousand (1,000) feet easterly therefrom, at Whitestone, Third Ward of the Borough of Queens."

—and there having been presented to said Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement will be the sum of \$8,500; and a statement of the assessed value, according to the last preceding tax roll, of the real estate included within the probable area of assessment, to wit, the sum of \$120,100, having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is approved, and the local improvement therein provided for is hereby authorized, and this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—16.

PLAN FOR A TEMPORARY SEWER IN FIRST AVENUE, BETWEEN WESTERVELT AVENUE AND JERSEY STREET, RICHMOND.

The following communication from the Acting President of the Borough of Richmond and report of the Engineer were presented:

OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND,
BOROUGH HALL, NEW BRIGHTON,
NEW YORK CITY, September 5, 1908.

Board of Estimate and Apportionment, No. 277 Broadway, New York:

GENTLEMEN—I send to you herewith for approval plan and profile showing temporary combined sewer in First avenue, between Westervelt avenue and Jersey street, First Ward, Borough of Richmond. Local Board resolution has been adopted and will be forwarded in a few days, with the complete Engineer's report.

Yours respectfully,
LOUIS L. TRIBUS, Acting President of the Borough.

Report No. 6212.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
October 17, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a communication from the Acting President of the Borough of Richmond, bearing date of September 5, 1908, requesting the approval of a plan showing a temporary combined sewer in First avenue, between Westervelt avenue and Jersey street, in the First Ward.

The plan submitted with this communication shows a sewer which is intended to remove storm water and house drainage, connecting with existing sewers in Jersey street and in Westervelt avenue. First avenue has not yet been placed upon the City map, for which reason the plan is designated as a temporary one. A resolution has also been presented by the Local Board providing for the construction of the sewer shown upon the map.

The plan appears to be a proper one, and its approval is recommended.

Respectfully,
ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

Resolved, That the plan submitted by the President of the Borough of Richmond, showing a temporary combined sewer in First avenue, between Westervelt avenue and Jersey street, Borough of Richmond, and bearing date August 26, 1908, be and the same hereby is approved.

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 Richmond—16.

TEMPORARY SEWER IN FIRST AVENUE, FROM WESTERVELT AVENUE TO JERSEY STREET, RICHMOND.

The following resolution of the Local Board of the Staten Island District, Borough of Richmond, and report of the Engineer were presented:

In the Local Board of the Staten Island District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Richmond; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the City Record that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same, and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Staten Island District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To construct a temporary combined sewer and necessary appurtenances in First avenue, between Westervelt avenue and Jersey street, in the First Ward of the Borough of Richmond, and to do such other work as may be necessary to the completion of the work described; and it is hereby

Resolved, That a copy of this resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Staten Island District on the 17th day of December, 1907, Alderman Collins, Alderman Rendt and President Cromwell being present and voting in favor thereof.

Attest:

MAYBURY FLEMING, Secretary.

Approved this 17th day of December, 1907.

GEORGE CROMWELL,
President of the Borough of Richmond.

REPORT NO. 6213.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
October 14, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Staten Island District, Borough of Richmond, adopted on December 17, 1907, initiating proceedings for constructing a temporary combined sewer in First avenue, between Westervelt avenue and Jersey street, in the First Ward.

First avenue has not been placed upon the City map, but with the resolution are submitted two affidavits showing that it has been in use as a public thoroughfare for more than twenty years, and that it has been maintained as such by the authorities of the former Village of New Brighton.

The resolution now presented affects one block or about 1,200 feet of First avenue. A roadway of crushed stone is in use for a portion of the width of the street through the entire distance described, and a number of houses have been erected upon the abutting property at the easterly end.

A favorable report has been prepared upon a plan showing the sewer that it is proposed to build and the necessary outlet sewers in Jersey street and in Westervelt avenue have been built.

Assuming that the drainage plan will be adopted, I would recommend the approval of the resolution now presented. The work to be done comprises the following:

400 linear feet 12-inch pipe sewer.
535 linear feet 10-inch pipe sewer.
360 linear feet 8-inch pipe sewer.
6 manholes.
2 receiving basins.
2 flush tanks.

The estimated cost of construction is \$6,000, and the assessed valuation of the property to be benefited is \$30,000.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

A copy of a resolution of the Local Board of the Staten Island District, duly adopted by said Board on the 17th day of December, 1907, and approved by the President of the Borough of Richmond on the 17th day of December, 1907, having been transmitted to the Board of Estimate and Apportionment, as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To construct a temporary combined sewer and necessary appurtenances in First avenue, between Westervelt avenue and Jersey street, in the First Ward of the Borough of Richmond, and to do such other work as may be necessary to the completion of the work described."

—and there having been presented to said Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement will be the sum of \$6,000, and a statement of the assessed value, according to the last preceding tax roll, of the real estate included within the probable area of assessment, to wit, the sum of \$30,000, having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is approved, and the local improvement therein provided for is hereby authorized, and this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—16.

TEMPORARY COMBINED SEWER IN ST. MARYS AVENUE, FROM TOMPKINS AVENUE TO REYNOLDS STREET, RICHMOND.

The following resolution of the Local Board of the Staten Island District, Borough of Richmond, and report of the Engineer were presented:

In the Local Board of the Staten Island District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Richmond; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the City Record that said petition has been presented to him and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Staten Island District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To construct a temporary combined sewer in St. Mary's avenue, from Tompkins avenue to Reynolds street, with all necessary appurtenances, being within Sewer District No. 5, Fourth Ward, Borough of Richmond; and it is hereby

Resolved, That a copy of the resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Staten Island District on the 14th day of January, 1908, Alderman Collins, Alderman Rendt and Alderman Cole and President Cromwell being present and voting in favor thereof.

Attest:

MARYBRY FLEMING, Secretary.

Approved this 15th day of January, 1908.

GEORGE CROMWELL,
President of the Borough of Richmond.

REPORT NO. 6174.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
October 13, 1908.

Hon. George B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Staten Island District, Borough of Richmond, adopted on January 14, 1908, initiating proceedings for constructing a temporary combined sewer in St. Mary's avenue, between Tompkins avenue and Reynolds street.

St. Mary's avenue has not been placed upon the City map, but with the resolution are submitted two affidavits showing that it has been in use as a public thoroughfare for more than twenty years, and that it has been maintained as such by the authorities of the former Village of Edgewater.

This resolution affects five blocks, or about 1,400 feet, of St. Mary's avenue, which has been macadamized. The abutting property has been largely improved and the outlet sewer has been built. On January 14, 1908, the Board of Estimate and Apportionment approved a drainage plan showing the sewer which it is proposed to build.

I can see no reason why the resolution should not be approved and would recommend such action, the work to be done comprising the following:

600 linear feet 2 feet 4 inches by 3 feet 6 inches concrete sewer;
180 linear feet 2 feet 2 inches by 3 feet 3 inches concrete sewer;
140 linear feet 12-inch pipe sewer;
240 linear feet 8-inch pipe sewer;
240 linear feet 6-inch pipe sewer;
7 manholes;
7 receiving basins;
1 flush tank.

The estimated cost of construction is \$9,000, and the assessed valuation of the property to be benefited is \$99,500.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

The following resolution was then adopted:

A copy of a resolution of the Local Board of the Staten Island District, duly adopted by said Board on the 14th day of January, 1908, and approved by the President of the Borough of Richmond on the 15th day of January, 1908, having been transmitted to the Board of Estimate and Apportionment as follows, to wit:

"Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

"To construct a temporary combined sewer in St. Mary's avenue, from Tompkins avenue to Reynolds street, with all necessary appurtenances, being within Sewer District No. 5, Fourth Ward, Borough of Richmond."

—and there having been presented to said Board of Estimate and Apportionment an estimate in writing, in such detail as the Board has directed, that the cost of the proposed work or improvement will be the sum of \$9,000, and a statement of the assessed value, according to the last preceding tax roll, of the real estate included within the probable area of assessment, to wit, the sum of \$99,500 having also been presented, it is

Resolved, That the said resolution of the said Local Board be and the same hereby is approved, and the local improvement therein provided for is hereby authorized, and this Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but that the whole of such cost and expense shall be assessed upon the property deemed to be benefited by the said local improvement.

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 Richmond—6

REREGULATING AND REGRADING RICHMOND TERRACE, BETWEEN LOCKMAN AVENUE AND ARLINGTON AVENUE, RICHMOND.

The following resolution of the Local Board of the Staten Island District, Borough of Richmond, and report of the Engineer were presented:

In the Local Board of the Staten Island District.

Whereas, A petition for a local improvement described below has been received by the President of the Borough of Richmond; and

Whereas, He has appointed a time for a meeting of this Local Board not more than fifteen days after the receipt by him of the said petition, at which meeting the said petition would be submitted by him to the said Local Board, and he has caused a notice to be published in the City Record that said petition has been presented to him, and is on file in his office for inspection, and of the time when and the place where there would be a meeting of this Local Board at which the said petition would be submitted by him to the said Board, which time was not less than ten days after the publication of this notice; and

Whereas, The said petition was duly submitted thereafter to the said Local Board, which did duly consider the same and give a full hearing thereon; now therefore it is

Resolved, by the Local Board of the Staten Island District, pursuant to titles 2 and 3 of chapter 10 of the Greater New York Charter, That the said petition be and the same hereby is granted; and it is hereby

Resolved, That this Board does hereby initiate proceedings for the said local improvement, to wit:

To regulate and regrade Richmond terrace from Lockman avenue to Arlington avenue, setting new curbstone and resetting old curbstone, laying new flagstone and relaying old flagstone, relaying old cobblestone gutter and old belgian block gutters and old bridge stone, constructing a dry rubble masonry wall and building a fence in connection therewith, in the Third Ward of the Borough of Richmond, and to do such other work as may be necessary to the completion of the work described; and it is hereby

Resolved, That a copy of the resolution be transmitted forthwith to the Board of Estimate and Apportionment for its approval.

Adopted by the Local Board of the Staten Island District on the 7th day of April, 1908, Aldermen Collins, Rendt and Cole and President Cromwell being present and voting in favor thereof.

Attest:

MARYBRY FLEMING, Secretary.

Approved this 9th day of April, 1908.

GEORGE CROMWELL,
President of the Borough of Richmond.

Report No. 6026

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
August 27, 1908.

Hon. George B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—Herewith is transmitted a resolution of the Local Board of the Staten Island District, Borough of Richmond, adopted on April 7, 1908, initiating proceedings for reregulating and regrading Richmond terrace, between Lockman avenue and Arlington avenue, in the Third Ward.

The resolution affects a length of about 2,100 feet of Richmond terrace, which has been placed upon the City map to have a width of 80 feet. Title to the street has never been acquired under formal proceedings, but there are presented two affidavits certifying that through a width of 43 feet 3 inches the street had been dedicated to public use for a period of more than twenty years prior to the date when it was laid out. Under an opinion of the Corporation Counsel which was presented at the meeting of the Board of Estimate held on December 18, 1905, assessable improvements can be legally authorized affecting that portion of the street which has been dedicated, and the Borough President now presents information showing that the resolution is only intended to relate to this part of the street, and that it is proposed to construct a sidewalk on the southerly side having a width of 9 feet, the remaining width to be occupied wholly as a roadway.

On April 19, 1907, a sewer improvement was authorized by the Board of Estimate and Apportionment, and it now appears that when it is carried out under the drainage plan heretofore adopted a considerable amount of filling will be required to cover the construction and that it is desired to have the grading improvement made at the same time, it being intended to make the surface conform with the legal grades, these requiring a maximum fill of a little over 4 feet.

A map which has been presented indicates that the lines of the street as now in use are almost wholly within the lines legally laid out, but that they are not parallel and that the former are very irregular. Before the improvement can be authorized it would be necessary to adopt a special ordinance governing the treatment of the roadway and sidewalk spaces and basing the same upon the lines as heretofore in use instead of upon those laid out on the approved map.

The estimated cost of the improvement is \$1,600, of which amount more than one-half would be of a temporary character and would have to be replaced when the permanent improvement of the street is made, assuming that it would correspond with the lines as at present mapped.

On June 14, 1907, a map was considered providing for giving Richmond terrace a uniform width of 80 feet through its entire length, and in the report which was presented it was shown that through several disconnected sections maps had already been adopted on this basis and that the location and use of this street was such as to make the improvement a logical one. The matter, however, was referred to a Select Committee, which, up to the present date, has not reported. It would seem undesirable to institute opening proceedings affecting only the portions now mapped, but until after such proceedings have been begun it will not be possible to carry out any physical improvement of a permanent nature. On the other hand, if the resolution now presented is adopted it will undoubtedly serve to perpetuate the street as heretofore recognized by the public and would probably delay the carrying out of the improvement which will ultimately be required. Under these conditions it would seem logical to complete the map of the street and to then institute the opening proceedings. As soon as these steps have been taken it will be possible to carry out the surface improvement desired, and which is unquestionably needed. In the meantime the surface grade could be changed as required to permit of building the sewer, the necessary work being included in the contract for that improvement.

I would, therefore, recommend that the resolution be not approved and that the attention of the Borough President be called to the desirability of taking the necessary steps to permit of carrying out the improvement in such a way as to conform with the adopted street lines.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was then adopted:

Resolved, That the resolution adopted by the Local Board of the Staten Island District, Borough of Richmond, on the 7th day of April, 1908, providing for the reregulating and regrading of Richmond terrace, between Lockman avenue and Arlington avenue, Borough of Richmond, be and the same hereby is disapproved.

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 Richmond—16

The Secretary was then directed to call the attention of the President of the Borough of Richmond to the desirability of completing the map of the street and of instituting proceedings for acquiring title to it.

DISCONTINUING PROCEEDINGS FOR ACQUIRING TITLE TO A STRIP OF LAND ON THE EAST SIDE OF BOULEVARD LAFAYETTE, AT OR NEAR DURANDOS LANE, AS LAID OUT FOR USE AS A PUBLIC PARK, MANHATTAN.

The following report of the President of the Borough of Manhattan, was presented:

CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN,
CITY HALL, September 14, 1908.

To the Board of Estimate and Apportionment, No. 280 Broadway, New York:

DEAR SIRS—At a meeting of the Board of Estimate and Apportionment held on June 26, 1908, the matter of discontinuing proceedings to acquire title to the strip of land on the easterly side of Boulevard Lafayette at or near Durandos lane, in the Twelfth Ward, Borough of Manhattan, as laid out for use as a public park, on the recommendation of the Corporation Counsel, as contained in his letter of June 24, 1908, was considered and referred to me as a Committee of the Board to report thereon.

In the original layout by the Commissioners of Central Park, this strip of land became almost useless for building purposes, made so by the laying out of streets and avenues. In the after arrangement of the street it was laid out as a public park. In December, 1905, the Board of Estimate and Apportionment passed a resolution to acquire title. Commissioners were appointed and have about completed their work. In the laying out of the new Riverside drive, which matter is before the Board for its action, this park because of its position, except for a small portion on the easterly side near its northerly end, as shown in the diagram, which I beg to submit herewith, will be taken into the drive. In acquiring land for the new drive, this small portion will not be available for a public park, but may be taken in the proceeding as part of the protecting lands.

For these reasons I concur with the views of the Corporation Counsel, and recommend that the proceedings to acquire the above mentioned strip of land be discontinued.

Yours very truly,

JOHN F. AHEARN,
President, Borough of Manhattan.

Mr. Ralph Tobias appeared and requested that the matter be laid over.

On motion of the President of the Board of Aldermen, the matter was laid over for four weeks (November 20, 1908), and the Secretary was instructed to inform the Corporation Counsel that it is the wish of the Board that no effort be made to confirm the proceeding and award, and that the confirmation be opposed by the City if it is brought up by the people interested.

RELIEF FROM ASSESSMENT FOR REGULATING, GRADING AND PAVING PROSPECT AVENUE, BETWEEN FORT HAMILTON AVENUE AND ELEVENTH AVENUE, BROOKLYN.

The following report of the President of the Borough of Brooklyn was presented:

CITY OF NEW YORK,
OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN,
BROOKLYN, October 19, 1908.

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

GENTLEMEN—There was referred to me by your Board, the request of Mr. William R. Krummel, and others, for a reduction of the assessment for regulating, etc., Prospect avenue, from Eleventh avenue to Fort Hamilton avenue. I find that Prospect avenue at the point in question was laid out as a street 100 feet wide, whereas the local necessities did not require a street more than 60 feet in width. The property owners should not, therefore, be required to pay except indirectly for the general benefit. The Board has already assumed on behalf of the City, 20 per cent. of the cost of the improvement. The cost of the improvement was \$44,206.73, and the 20 per cent. assumed by the City was \$8,841.35. The City at large was charged the sum of \$4,340.60, owing to the fact that some of the property assessed for the improvement was assessed in excess of one-half of its value in violation of section 947 of the Charter. It will not be denied that the property owners should pay for the curbing and sidewalk and for the paving of a roadway 40 feet in width. The total cost of paving this roadway was \$35,141.97, and the Collector of Assessments and Arrears states that the property owners would, in equity, be entitled to a reduction of their assessment by one-half of this amount, which would be \$17,570.98, or approximately 40 per cent. of the entire cost of the improvement.

I believe this recommendation to be justified and I therefore recommend that the Board of Estimate and Apportionment, on behalf of the City, assume an addition of 20 per cent. of the total cost of the improvement, thus charging the City with 40 per cent. and leaving 60 per cent. to be paid by the property benefited.

I am attaching to a copy of this report sent to the Secretary of your Board, a report addressed to the Comptroller on August 6 by the Collector of Assessments and Arrears, which was forwarded to me by the Comptroller on October 14.

Yours truly,

BIRDS. COLER, President, Borough of Brooklyn.

October 6, 1908.

Hon. HERMAN A. MERZ, Comptroller:

DEAR SIR—In accordance with your instructions, I have examined into the matter of the assessment for regulating, etc., Prospect avenue, from Eleventh avenue to Fort Hamilton avenue, in the Borough of Brooklyn, in reference to a request by William R. Krummel and others, that the City assume two-thirds of said assessment, which matter is now pending before the Board of Estimate and Apportionment, having been referred back to Borough President Coler for a further report.

The question raised by the petitioners and for which they have obtained the authority of the Legislature, to empower the Board of Estimate and Apportionment, in its discretion, to act, is that in the contemplation of the parties, and in equity, the same rule should apply in the improvement or completion of the street 100 feet wide, that was applied in the opening of the street where two-thirds of the cost of the opening proceeding was placed upon the City.

Prospect avenue, at the point in question, was laid out as a street 100 feet wide. The local necessities did not require more than an ordinary street of 60 feet wide. The Legislature and the City authorities concede by their acts that the property owners are entitled to relief commensurate with the additional burden placed on them by reason of this improvement as a public necessity, on the scale on which it has been carried on. The Board of Estimate has already, by resolution of December 19, 1902, placed 20 per cent. of the cost and expense of this improvement upon the City. This 20 per cent. amounts to \$8,841.35, the total cost of the improvement being \$44,206.73. The City, in addition, had to assume the amount of \$4,340.60 by reason of the fact that some of the property assessed for the improvement was assessed in excess of one-half its value, which is prohibited by section 947 of the Charter. This latter amount, of course, cannot be considered in connection with the general assessment, as it is in the shape of a penalty imposed upon the City in connection with the acts of its representatives.

The Board of Estimate is now asked to place two-thirds of the cost of this improvement upon the City instead of one-fifth, as it has done, and I shall undertake to report on the matter purely upon equitable grounds.

The curbing and sidewalks would have to be paid for by the property owners under any circumstances, and the additional burden in this case appears to be involved in the cost of paving a roadbed 40 feet wide and a roadbed 80 feet wide, which would appear to represent the additional burden placed upon these property owners. The cost of the 80-foot roadbed was as follows:

Block pavement, \$6,318.81; asphalt pavement, \$14,273.16; change of grade charges, \$4,530; making a total of \$35,141.97 as the total cost of the 80-foot roadbed.

The property owners along the line of the assessment would, in equity, seem to be entitled to a deduction of one-half of this amount, which would be \$17,570.98, which would be approximately 40 per cent. of the cost of the entire improvement. The City has assumed 20 per cent. already and they would seem, in equity, to be entitled to an additional allowance of 20 per cent.

I have examined the reports of the two Engineers of the Borough President of Brooklyn, in which it is stated that the Board of Estimate, under the Legislative act, can only cancel as to the unpaid items of the assessment. I do not agree with the learned Engineers on this question, in view of the decision in the Livingston street matter, and suggest that the Corporation Counsel advise the Board of Estimate upon this question.

It seems to me that if, under the authority of the Legislature, the Board of Estimate should cancel any further percentage of this assessment, the effect would simply be to create overpayments as to those who had paid, which would, as a matter of law be refunded, and to wipe out, in the same ratio, the charges against those who had not paid.

As to the status of these assessments upon the books of the Bureau for the Collection of Assessments and Arrears, I beg leave to state that the total amount of these assessments with which I have been charged was \$44,206.73, and the balance upon the books of the Bureau for the Collection of Assessments and Arrears uncollected is \$1,206.73, showing that the amount collected has been \$33,000.

Respectfully submitted,

DANIEL MOYNAHAN,
Collector of Assessments and Arrears.

The following resolution was offered by the President of the Borough of Brooklyn:

Whereas, William R. Krummel and others have petitioned that the City assume two-thirds of the assessment for regulating, grading and paving Prospect avenue, between Fort Hamilton avenue and Eleventh avenue, Borough of Brooklyn; and

Whereas, The City has assumed 20 per cent. of the total cost of said improvement; and

Whereas, This Board deems it to be fair and equitable that the City should assume an additional 20 per cent. of the cost of the improvement; therefore be it

Resolved, That the Board of Estimate and Apportionment hereby directs that an additional 20 per cent. of the cost of the regulating, grading and paving of Prospect avenue, between Fort Hamilton and Eleventh avenues, Borough of Brooklyn, be assumed by The City of New York.

Which was lost by the following vote:

Affirmative—The Comptroller and the Presidents of the Boroughs of Brooklyn and Queens—6.

Negative—The Mayor, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan and The Bronx—0.

Present and Not Voting—The President of the Borough of Richmond—1.

PURCHASE OF THAT PORTION OF THE JAMAICA AND ROCKAWAY TURNPIKE, BETWEEN FARMERS AVENUE AND THE NASSAU COUNTY LINE, QUEENS.

The following resolution of the Local Board of the Jamaica District, Borough of Queens, and report of the Engineer were presented:

Resolved, That in view of the report made by the Consulting Engineer regarding the purchase of the Jamaica and Rockaway turnpike, from Farmers avenue to the Nassau County line, in the Fourth Ward of the Borough of Queens, that the Local Board of the Jamaica District hereby recommends the purchase of said Jamaica and Rockaway turnpike from the present owners, the purchase price named being seventeen thousand two hundred and forty-two dollars and thirty-five cents (\$17,242.35).

Adopted by the Local Board of the Jamaica District on the 25th day of June, 1908, Alderman Carter and Lawrence Gresser, President of the Borough of Queens, voting in favor thereof.

Attest:

JOHN M. CRAGEN, Secretary.

Approved this 25th day of June, 1908.

LAWRENCE GRESSER,
President of the Borough of Queens.

REPORT No. 6217.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
October 14, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

SIR—Herewith is transmitted a resolution of the Local Board of the Jamaica District, Borough of Queens, adopted on June 25, 1908, recommending the purchase of that portion of the Jamaica and Rockaway turnpike between Farmers avenue and the Nassau County line at an estimated cost of \$17,242.35.

The Jamaica and Rockaway turnpike has never been placed upon the City plan and no map is presented clearly defining the boundary of the land which it is proposed to purchase. It appears, however, upon a sketch presented with the resolution as having a width ranging from 49.5 feet to 66 feet. The road as now in use affords the only direct connection between Jamaica and Rockaway Beach, and it is understood that it was originally acquired by the Jamaica and Rockaway Turnpike Company for use as a toll road. For many years it has been freely used by the public, but I am informed that at intervals a barrier is placed across it as evidence of the retention of the rights of the original owners.

Between New York avenue and the County line an electric railway is operated by the Long Island Electric Railway Company under a franchise granted in 1894 by the Commissioners of Highways of the Town of Jamaica. The franchise, however, was given subject to the rights of the Jamaica and Rockaway Turnpike Company, and it is understood that these rights were subsequently acquired under an agreement which gave the railway company the perpetual right of operation.

With the resolution there are submitted copies of communications from the representative of the Jamaica and Rockaway Turnpike Company showing that the road has a total length of 20,760 feet, of which about 68 per cent. or 14,160 feet, is within the limits of the Borough of Queens while the remainder is in Nassau County; that on January 25, 1908, the expenses of the company for acquiring and repairing the road aggregated about \$9,520 for the portion in Queens; and that on May 22, 1908, the company estimated the actual cost of this section as \$17,242.35, the increased amount being claimed as due to repairs and maintenance since the date of the original proposition.

I think that there can be no question but that this road should be preserved and that all private interests in it should be extinguished. To accomplish this it will be necessary to first lay out the street on the City plan, after which steps can be taken opening proceedings can be instituted. In case the Jamaica and Rockaway Turnpike Company can establish their title to the street and the price submitted by them should be considered as a proper one, arrangements could be made for the direct purchase under the provisions of section 994 of the Charter, and in case this course is followed it would not be necessary to provide for the appointment of Commissioners of Estimate. When the map is submitted and the opening proceeding is begun it would however, seem desirable to provide for securing a uniform and probably an increased width of this highway.

I would therefore recommend that the resolution be referred back to the President of the Borough and that his attention be called to the procedure required under the Charter for accomplishing the result desired.

Respectfully,

ARTHUR S. TUTTLE, Engineer in Charge.

On motion, the matter was referred to the President of the Borough of Queens.

LEGALITY OF A LOCAL BOARD RESOLUTION FOR ACQUIRING TITLE TO A PARK PRIOR TO THE DATE WHEN IT IS PLACED UPON THE CITY MAP.

The following opinion from the Corporation Counsel and report of the Engineer were presented:

LAW DEPARTMENT,
OFFICE OF THE CORPORATION COUNSEL,
NEW YORK, July 20, 1908.

JOSEPH HAAG, Esq., Secretary, Board of Estimate and Apportionment:

DEAR SIR—I am in receipt of a communication, inclosing a communication from Nelson P. Lewis, Chief Engineer of the Board of Estimate and Apportionment, under date of May 11, 1908, in relation to proceedings to acquire title to public parks, in which you say:

"Mr Lewis states that in order to avoid increased cost of acquisition of lands for this purpose, he has recommended that resolutions for changes in the map of the City by laying out public parks be accompanied by resolutions authorizing the acquisition thereof; that an objection has been raised to this course on the ground that Local Boards cannot legally adopt resolutions to acquire title to land for parks until after such parks have been formally placed upon the map of the City, and suggests that the matter be submitted to you for your advice."

In answer thereto, I desire to say that title to the lands acquired for public parks cannot be acquired until such parks are first shown on the map or plan of The City of New York. Section 670, Greater New York Charter, revised, as amended.

Resolutions of Local Boards, requesting the acquisition of the lands for parks not shown on the map or plan of The City of New York are unauthorized and can be disregarded by your Board if it chooses, or may be regarded as merely recommendations to your Board that the private property referred to in them should be laid out on the map or plan of The City of New York for such purposes.

Very respectfully,

WM. P. BURR, Acting Corporation Counsel.

REPORT No. 624.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
August 3, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

SIR—At the meeting of the Board of Estimate and Apportionment held on December 20, 1907, a report was presented concerning a large number of Local Board resolutions providing for laying out parks and public places, and acting upon the recommendation made in the matter, a resolution was adopted referring them back to the President of the Borough to which they related, with the suggestion that before they could receive favorable consideration a resolution should be presented from the Local Board providing for the acquisition of title in each case and without limitation as to the distribution of the cost of the land, it being understood that all or a large portion of the expense would be assessed upon the property deemed benefited.

Since this date an objection has been raised to the course recommended, the same being based on the technical point that it would be illegal for the Local Board to initiate

proceedings for acquiring title to a park or a public place until after it had been placed upon the City map by a resolution of the Board of Estimate and Apportionment. For the purpose of removing any doubt as to the procedure, the Corporation Counsel was requested to advise the Board whether the objection which had been raised to the method recently followed by the Board of Estimate and Apportionment could be legally sustained, and his opinion in the matter, hearing date of July 20, 1908, is presented herewith. He states that Local Board resolutions initiating proceedings for the acquisition of title to lands for parks not laid out on the City map are not authorized under the Charter, but he shows that such resolutions can be adopted and considered merely as recommendations.

In other opinions of recent date the Corporation Counsel has advised that the Board of Estimate and Apportionment has power to initiate proceedings for acquiring title to lands for public use, and at the same time provide for assessing the cost upon the property benefited entirely, irrespective of any action in the matter by the Local Board. The form of resolution which has been adopted for the institution of proceedings for the acquisition of title to lands for public use is not conditioned upon any prior action having been taken in the matter by the local authorities, each Local Board resolution being considered merely as a recommendation.

To fully conform with the opinion rendered by the Corporation Counsel it might be considered desirable on the part of the Local Board to change the form of resolution used by them in instituting proceedings for streets and parks prior to the date when they have been placed upon the City by competent authority by clearly indicating that the same is merely a recommendation. The ultimate effect, however, would remain unchanged.

Believing that petitioners for laying out parks and public places invariably represent the interests most affected and to whom the greatest benefits would accrue, and also that the cost of acquisition would only be increased if the purchase were delayed, and in view of the fact that the Board of Estimate and Apportionment clearly has the power to initiate proceedings for the acquisition of title to them, I see no reason why Local Board resolutions providing for placing them upon the map should not be construed as carrying with it a recommendation for the acquisition of title, and would suggest that hereafter resolutions of this character be so interpreted by the Board of Estimate and Apportionment.

I would recommend that copies of the opinion be incorporated in the minutes and also forwarded to each Borough President.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

On motion, the opinion was ordered printed in the minutes and the Secretary was instructed to send copies of it to the various Borough Presidents.

APPROVED PAPERS.

The following communication from the Secretary was ordered printed in the minutes and placed on file:

BOARD OF ESTIMATE AND APPORTIONMENT—CITY OF NEW YORK,
OFFICE OF THE SECRETARY, No. 277 BROADWAY,
October 23, 1908.

To the Board of Estimate and Apportionment:

GENTLEMEN—I beg to inform you that his Honor the Mayor has returned to this office the following resolutions, adopted by the Board of Estimate and Apportionment September 25, 1908, and approved by him October 8, 1908, changing the map or plan of The City of New York as follows:

324. By changing the grade of City Island avenue from the approach to the bridge 300 feet north of Elizabeth street to the Long Island Sound at the southerly end of City Island in the Twenty-fourth Ward, Borough of The Bronx.

325. By locating and laying out, and establishing grades for the street system within the area bounded by Randall avenue, Havemeyer avenue, Seward avenue, Castle Hill avenue, Lafayette Avenue, Olmstead avenue, Lindlow avenue, Castle Hill avenue, Haviland avenue, Havemeyer avenue, Ellis avenue, Zerega avenue, Watson avenue and the United States bulkhead line of Westchester Creek in the Twenty-fourth Ward, Borough of The Bronx.

Respectfully,

JOSEPH HAAG, Secretary.

After considering financial and franchise matters, the Board adjourned to meet Wednesday, October 28, 1908, at 10:30 o'clock in the forenoon.

JOSEPH HAAG, Secretary.

BOARD OF ESTIMATE AND APPORTIONMENT.

EXTRACT FROM

MINUTES, BOARD OF ESTIMATE AND APPORTIONMENT, CITY OF NEW YORK, NOVEMBER 13, 1908.

Matter of Nassau Electric Railroad Company vs. Long Island Railroad Company, et al.

The Chair submitted an order to show cause, returnable November 16, 1908, why this Board should not be enjoined from granting to the Long Island Railroad Company a franchise to construct, maintain and operate a railway upon and along Atlantic avenue, Borough of Brooklyn.

Which was referred to the Corporation Counsel.

Third Avenue Railroad Company, Metropolitan Street Railway Company, Brooklyn Heights Railroad Company, Brooklyn City Railroad Company.

The public hearings on the petition of the Third Avenue Railroad Company for a franchise to construct, maintain and operate a railway over the Manhattan and Queensboro (Blackwells Island) Bridges; on the petition of the Metropolitan Street Railway Company for a franchise to construct, maintain and operate a street surface railway over the Manhattan Bridge and its approaches; on the petition of the Brooklyn Heights Railroad Company for the right to use two of the street surface railway tracks upon the Manhattan Bridge, when constructed, and on the petition of the Brooklyn City Railroad Company for a franchise to construct, maintain and operate a street surface railway from the intersection of Fulton street and Flatbush avenue, upon and along Flatbush avenue to a point at or about Nassau street, Borough of Brooklyn, were opened.

The hearings were fixed for this day by resolutions adopted October 16 and 23, 1908.

Affidavits of publication were received as follows:

From the "New York Tribune," "New York Sun" and City Record on the petition of the Third Avenue Railroad Company.

From the "New York Tribune," "New York Times" and City Record on the petition of the Metropolitan Street Railway Company.

From the "Brooklyn Daily Eagle," "Brooklyn Citizen" and City Record on the petition of the Brooklyn Heights Railroad Company.

From the "Brooklyn Daily Eagle," "Brooklyn Times" and City Record on the petition of the Brooklyn City Railroad Company.

Communications were received from the Brooklyn League, the Central and Smith Street Board of Trade and the Manufacturers' Association of New York.

No one appeared in opposition to the proposed grants.

The following appeared in favor:

Henry A. Robinson, on behalf of F. W. Whitridge, Receiver, Third Avenue Railroad Company; William M. Coleman, of Counsel, Metropolitan Street Railway Company.

George D. Yeomans, on behalf of the Brooklyn Heights Railroad Company and the Brooklyn City Railroad Company.

No one else desiring to be heard, the Chair declared the hearing closed.

The Secretary presented the following:

REPORT NO. F-133.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
November 9, 1908.

HON. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—November 13 has been fixed as the date for a preliminary public hearing upon the applications of the Brooklyn City Railroad Company for a franchise to operate a railroad in the extension of Flatbush avenue, from Fulton street to the Manhattan Bridge, in the Borough of Brooklyn, and upon the applications of the Brooklyn Heights Railroad Company, the Third Avenue Railway Company and the Metropolitan Street Railway Company for the right to operate surface cars across the Manhattan Bridge.

The effective use of this bridge in the transportation system of the City is so important that I believe it wise to lay before the Board at this time a special report discussing the manner in which this bridge can be utilized, and upon the possibility of avoiding congested terminals at each end of the bridge, which would be the case if the transportation companies of either Borough carried their passengers simply across the bridge and then discharged them. Such a report has been prepared by the Division of Franchises and is herewith submitted to the Board. It emphasizes the desirability of extending the Brooklyn lines somewhat beyond the Manhattan end of the bridge so that more convenient connections can be made with north and south lines in Manhattan, and of extending the Manhattan lines along the Flatbush avenue extension, affording better connections with the various lines of the Brooklyn system. If such an extension were to be made by the lines of one Borough and not by those of the other, there would, perhaps, be imposed upon the company or companies so extending them a serious burden through the increase of the length of haul without an increase in the fare collected, but if such extensions are made by the surface lines of both Boroughs, it would appear that such additional burden would be avoided, as while some rides would be lengthened, others would be shortened, the average haul probably remaining just about what it is at present. The suggestion contained in the report that, if such extensions into the two Boroughs cannot be brought about, a local service be established between, say, Fulton street and Flatbush avenue in Brooklyn, and Canal street and Broadway in Manhattan, is, in my judgment, an excellent one and worthy of careful consideration.

It is suggested that copies of this report be sent to all of the companies who have asked for franchises, with the request that they endeavor to agree upon extensions beyond the termini of the bridges or upon the operation of an independent line; that a copy of the report also be sent to the Public Service Commission, with a request for advice as to whether it has the power to order such operation by the different companies, and also to the Corporation Counsel for advice as to whether the Board can grant further franchises in Canal street.

This matter is deemed of such importance that it is sent you separately without waiting for the other reports for this week's calendar.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

BOARD OF ESTIMATE AND APPORTIONMENT—THE CITY OF NEW YORK,
DIVISION OF FRANCHISES, ROOM 801, NO. 277 BROADWAY,
November 4, 1908.

MR. NELSON P. LEWIS, Chief Engineer:

Sir—There are now before the Board three petitions from street surface railway companies, praying for the right to operate cars across the Manhattan Bridge, and one petition from a street surface railway company, praying for the right to operate cars upon the Flatbush avenue extension. In addition to those of street surface railways, there is an application from an elevated railroad company now before the Public Service Commission for the First District, praying for the right to operate on the Flatbush avenue extension, to connect with the tracks upon the Manhattan Bridge, and there are proposed at least two subway rapid transit routes to cross the Manhattan Bridge.

Before reporting upon the petitions which are before the Board, that is, those of the street surface railway companies, as above noted, and submitting forms of contracts, I wish to call attention to the proposed operation of cars upon the Manhattan Bridge, as indicated by the petitions of the companies, and in connection therewith to point out what seems to be the proper procedure to facilitate street surface railway traffic between the Boroughs of Manhattan and Brooklyn, by way of the Manhattan Bridge, and to prevent, as far as possible, congestion at the terminals of the bridge.

COMPANIES PROPOSING TO USE THE BRIDGE.

At a meeting of the Board held on May 24, 1907, the Chief Engineer presented a report in which he called attention to the fact that the Flatbush avenue extension was desirable for the use of street surface railway tracks in order to make connection with those to be placed on the Manhattan Bridge. No petitions for franchises from street railway companies had prior to that time been presented covering this extension, and it was recommended that the Board adopt resolutions calling upon the Brooklyn Rapid Transit Company, the Coney Island and Brooklyn Railroad Company and the New York City Railway Company to make applications to the Board for the right to lay tracks on the Flatbush avenue extension.

In accordance with this suggestion, the Board adopted resolutions directing that the street railway companies operating in the Boroughs of Manhattan and Brooklyn, be requested to present petitions prior to September 1, for the right to operate cars over the Manhattan Bridge and along the Flatbush avenue extension. No requests were received prior to September 1, but under date of September 9, 1907, three petitions were presented, as follows:

(a) From the Brooklyn City Railroad Company, for the right to construct, maintain and operate a double track street surface railway from the intersection of Fulton street and Flatbush avenue, thence upon the Flatbush avenue extension to a point at or near Nassau street or the Bridge plaza.

(b) From the Brooklyn Heights Railroad Company, as lessee of the Brooklyn City Railroad Company, for the right to use two of the street surface railroad tracks upon the Manhattan Bridge, when constructed across the East River.

(c) From the Brooklyn Union Elevated Railroad Company, for the right to the exclusive use of two of the tracks provided for elevated railroads upon the Manhattan Bridge and approaches, when constructed across the East River.

This latter petition was made in connection with one submitted by the same company to the Public Service Commission for the First District, for the right to construct an elevated structure on Flatbush avenue extension, from Fulton street to the Bridge plaza. It was assumed by the company that the jurisdiction over the route which the company sought to create, that is, from its existing elevated railroad in Fulton street to the Manhattan end of the Manhattan Bridge, was divided between the Public Service Commission for the First District and the Board of Estimate and Apportionment; the Public Service Commission having jurisdiction over that part of the route in Flatbush avenue extension, and the Board of Estimate and Apportionment over that portion of the route upon the Manhattan Bridge. Seeing that this division of jurisdiction over a continuous route might result in serious difficulties, and perhaps delays, and believing that the petition for the right to use the bridge should have been made to the Public Service Commission, the question of the jurisdiction was presented to the Corporation Counsel, who, under date of March 20, 1908, rendered an opinion in which he held that the Public Service Commission had the authority to grant franchises to the Union Elevated Railroad Company for the entire route including the bridge, and that the petition of that company for the right to operate

across the Manhattan Bridge was not properly before the Board of Estimate and Apportionment, and should have been presented to the Public Service Commission.

Upon receipt of this opinion, the petition was filed and the company notified of the opinion of the Corporation Counsel, and of the action of the Board.

A petition has since been presented by the company to the Public Service Commission for the First District for the right to operate the entire route, but no decision has yet been reached by the Public Service Commission, but I am informed that action will be taken upon the petition in the near future.

No further response from the companies operating in the Borough of Brooklyn has been made to the resolution by the Board of May 24, 1907, above referred to.

Since the adoption of this resolution, the New York City Railway Company, which at that time was the only company which was expected to apply for the right to use the bridge, has been placed in the hands of receivers, and the lines owned by the Third Avenue Railroad Company, which were at that time operated by the New York City Railway Company, pursuant to a lease, are now operated as a separate and independent system under the direction of a separate receiver, so that there are now in operation in the Borough of Manhattan in the vicinity of the entrance to the Manhattan Bridge two separate street surface railway companies, namely, the Metropolitan Street Railway Company (New York City Railway Company) and the Third Avenue Railroad Company.

No petitions from either of these companies were received until August 3 of this year, under which date the Third Avenue Railroad Company, by its receiver, petitioned the Board for the right to operate cars across the Manhattan Bridge, and also the Queensboro (Blackwells Island) Bridge; the route across the Manhattan Bridge beginning at the intersection of Canal street and the Bowery, and running thence to the Brooklyn terminal of the Manhattan Bridge.

Later, under date of October 20, 1908, a petition was received from the Metropolitan Street Railway Company for the right to operate from the intersection of Canal street and the Bowery across the Manhattan Bridge to the Brooklyn terminal thereof. This right is asked for as an extension to a franchise claimed by that company in Canal street, granted to the Bleecker Street and Fulton Ferry Railroad Company, the property of which company is now held by lease by the Metropolitan Street Railway Company.

The Board has before it, therefore, petitions from two street surface railway companies in the Borough of Manhattan, which are all the street surface railways operated in the vicinity of the Manhattan terminal of the Manhattan Bridge, to operate cars from their present lines in the Borough of Manhattan across the Manhattan Bridge to the terminal in the Borough of Brooklyn, and one application from a street surface railway company in the Borough of Brooklyn to operate across the bridge to the terminal in the Borough of Manhattan, and one petition for the right to operate upon the Flatbush avenue extension, the two latter petitions being made for the purpose of permitting all the cars of the Brooklyn Rapid Transit system to operate across the bridge.

Under the present management and operation of street surface railroads in the two Boroughs it would appear that all the street surface railway companies operating in both Boroughs which could be expected to operate cars across the Manhattan Bridge, have petitioned the Board for the privilege of using the bridge, with the exception of the Coney Island and Brooklyn Railroad Company, operating in the Borough of Brooklyn. This company has not yet petitioned the Board for such right. Its present line on Jay street is operated adjacent to the bridge plaza, and could easily be connected with tracks upon the Manhattan Bridge, and I believe that it can be assumed that this company will yet apply to the Board for the right to operate its cars to the Borough of Manhattan.

RAPID TRANSIT RAILROADS PROPOSED ON MANHATTAN BRIDGE.

The Public Service Commission for the First District is now constructing a four-track subway from the Manhattan entrance to the Brooklyn Bridge to the Manhattan entrance to the Williamsburg Bridge, with a two-track branch to the Manhattan entrance to the Manhattan Bridge. Trains will be operated in this subway to the Brooklyn ends of the Williamsburg and Manhattan bridges, and possibly to the Brooklyn end of the New York and Brooklyn Bridge.

It was proposed by the former Board of Rapid Transit Railroad Commissioners to complete a loop by the use of this railway, the bridges across the East River, and the construction of a railway under Fulton street, Lafayette avenue and Broadway, in the Borough of Brooklyn, and it is probable that a rapid transit railroad will eventually be constructed upon the route so laid out in the Borough of Brooklyn, which will complete the loop.

The Public Service Commission for the First District submitted to the Board of Estimate and Apportionment on March 20, 1908, forms of contract for the construction of a subway from the Brooklyn end of the Manhattan Bridge, thence along Flatbush avenue extension and Fourth avenue to Fort Hamilton. The forms of these contracts were approved by the Board of Estimate and Apportionment on March 27, 1908. The contracts were advertised by the Public Service Commission, and bids were obtained, and on June 5, 1908, forms of contracts were again submitted to the Board of Estimate and Apportionment, with a request from the Public Service Commission to authorize and issue Corporate Stock for the construction of the subway, pursuant to the contracts. On June 12, 1908, the members of the Board were served with an injunction restraining the Board from approving or certifying contracts for the construction of the Fourth avenue subway. I understand this injunction is still in force.

On March 13, 1908, the Board of Estimate and Apportionment approved, upon request of the Public Service Commission, a rapid transit route beginning at the entrance of the Manhattan Bridge, in the Borough of Manhattan, where connection may be made with two tracks to be constructed upon the Manhattan Bridge; thence west in Canal street to West street, with a loop at West street, for the purpose of a terminal, forming a crosstown line which would be an extension of any Brooklyn route passing over the Manhattan Bridge.

It is stated in the communication from the Public Service Commission requesting the approval of this route that it may be used in connection with the proposed Fourth avenue route, referred to above. If the route in Canal street is to be operated in connection with the route upon Fourth avenue and Flatbush avenue extension, then cars would be operated from Fort Hamilton across the Manhattan Bridge and across the Borough of Manhattan by the way of Canal street. This system of subways will ultimately require four tracks upon the Manhattan Bridge, two tracks for the use of the Manhattan loop, now in the course of construction, and two tracks for the Fourth avenue subway, in connection with the Canal street route, which has been proposed by the Public Service Commission, but for which full authority has not been obtained.

EFFECT OF RAPID TRANSIT RAILROADS UPON OPERATION OF SURFACE LINES.

Since there are two rapid transit railway routes laid out crossing the Manhattan Bridge, which may ultimately be constructed and put in operation, tracks upon the bridge for that purpose should be reserved. The bridge is planned to carry two pairs of railway tracks on the lower deck, and two pairs of tracks on the upper deck. The rapid transit railways will necessarily use the two pairs of tracks on the lower deck, for the reason that an excessive grade will be required to reach the upper deck. In consequence, the street surface cars must operate over the tracks on the upper deck of the bridge.

The petition of the Brooklyn City Railroad Company, referred to above, is accompanied by a plan and profile of the proposed railway.

It is proposed by that company to construct an incline in the Flatbush avenue extension, beginning at a point just west of Myrtle avenue, upon which cars may rise from the surface of the Flatbush avenue extension to the grade of the proposed elevated structure, for which an application of the Brooklyn Union Elevated Railroad Company is now pending before the Public Service Commission. In other words, it is proposed to construct an elevated structure in the Flatbush avenue extension nearly one-half its length. I believe that such a structure should not be considered favorably by the Board, unless there is to be constructed in Flatbush avenue extension an elevated structure for the use of elevated railroads.

As before stated, the Public Service Commission has not as yet taken any action upon the application of the Brooklyn Union Elevated Railroad Company. Assuming that the Public Service Commission does grant the right to construct an elevated railroad on the Flatbush avenue extension, I believe that this plan has some good features, though no discussion is pertinent at this time, for the reason that nothing

can be done until the Public Service Commission decides the question as to whether an elevated railroad shall be constructed in this street.

PROPOSED OPERATION OF CARS ON THE MANHATTAN BRIDGE AND EFFECT OF SUCH OPERATION.

Notwithstanding that the resolution which requested the companies to apply to the Board for the right to operate upon the bridge and on Flatbush avenue applied to all companies mentioned in the resolution, that is, the companies operating both in the Boroughs of Manhattan and Brooklyn, no company has applied for the right to use Flatbush avenue extension, with the exception of the Brooklyn City Railroad Company.

The companies now operating in the Borough of Manhattan which have applied for the use of the bridge propose, judging from their petitions, to operate their cars only to the Brooklyn end of the bridge, creating a terminal at that point; likewise the Brooklyn companies propose to operate to the Manhattan end of the bridge, creating a terminal at that point. The tentative plans of the Bridge Department have been drawn with this idea in view, and terminals have been planned at either end of the bridge to be located on the plazas.

The difficulties and inconveniences to the public and to the operating companies which accompany the operation of the terminals at the ends of bridges whether for surface or elevated railroads, have been so clearly shown during the years in which the City has been endeavoring to better the terminal conditions at the end of the New York and Brooklyn Bridge that no further discussion is needed. Because of its experience in that case, the City should, I believe, prevent in every way possible the creation of such terminals when granting further rights to railroad companies to cross the East River bridges.

The Public Service Commission, when laying out the route across the Borough of Manhattan by the way of Canal street, as above noted, which route may be used as an extension to the Fourth avenue subway, has shown that it realizes the necessity of laying out rapid transit routes in such a manner as will eliminate terminals at congested points, and distribute passengers at points where intersection is made with other railroads.

I am informed that the Bridge Department, in preparing tentative plans for the structures on the bridge terminal property, has not planned for elevated railroad terminals because it is believed that if the bridge structure is used for an elevated railroad, the railroad companies should acquire property of its own for the construction of a large loop by which passengers may be carried beyond the entrance to the bridge and across other lines of travel to which passengers may change, or in case private property for this purpose cannot be obtained, the company may apply to the City for the right to construct such a loop upon public streets.

THROUGH OPERATION PROPOSED.

The question now arises what can be done to influence the operation of surface railways to prevent the establishment of over congested terminals for the use of the surface railways at the ends of the Manhattan Bridge. Certainly, the operation contemplated by the companies, as indicated by their petitions to the Board, will require terminals at both ends of the bridge, and the tendency will be, if the petitions are granted as now applied for, to create the conditions which will, in perhaps a less degree at present, but probably a greater degree in the future, duplicate those upon the New York and Brooklyn Bridge.

The Flatbush avenue extension is a street 120 feet in width, and was designed and acquired as a street approach to the Manhattan Bridge, and should be used to the best advantage in distributing all classes of traffic upon the bridge.

Canal street, in the Borough of Manhattan, between its intersection with the Bowery and Mulberry street, is 70 feet in width, and from its intersection with Mulberry street to its intersection with West street is 100 feet in width. This street may also be considered as an approach to the Manhattan Bridge, and should be used as much as possible for that purpose; that is, of course, without limiting its use by the traffic which is now on it. This street has been in use many years, and is one of the oldest streets in the City. It is used to a great extent by heavily loaded vehicles, and there is also in operation a street surface railway throughout almost its entire length.

It seems to me that if cars from the Brooklyn lines were operated through Canal street to some point on Canal street beyond the entrance to the bridge in the Borough of Manhattan and likewise cars from the Manhattan lines operated upon the Flatbush avenue extension, in the Borough of Brooklyn, that the danger of congestion at the bridge terminals will be, to a great extent, eliminated. No franchise has ever been granted upon the Flatbush avenue extension, and in consequence, the City may, upon granting franchises upon that street, reserve the right to grant similar privileges to other companies, so that two or more companies may eventually use that street for street surface railways, should the City permit them to do so.

The conditions which exist in Canal street, however, are somewhat different. Several franchises have been granted to street railway companies for the right to use that street, and street railways have been operated thereon many years.

In order that the situation in regard to Canal street may become a matter of record, I have appended to this report a synopsis of the franchises granted and a statement of the present operation of cars.

Whether an arrangement between the Manhattan and the Brooklyn companies and a joint route can be established upon Canal street, I am unable to state, but certainly such an arrangement, in connection with a joint route upon the Flatbush avenue extension is desirable for the distribution of traffic.

EFFECT OF THROUGH OPERATION.

If the cars of the Brooklyn companies were operated in Canal street as far as Broadway, passengers from those lines would be delivered at points where easy change could be made to several north and south surface lines in the Borough of Manhattan, and to the Subway Rapid Transit Railroad in Lafayette street, by connection with the station at Canal street.

If cars were operated as far west as West Broadway, then passengers would also be delivered at a point where change could be made, to a west side elevated railroad line operated upon Sixth or Ninth avenue and to the Sixth and Eighth avenue surface lines, so that if the cars were operated as far as West Broadway, practically all north and south avenues of traffic in the Borough of Manhattan would be intersected. If the cars from Manhattan were operated upon the Flatbush avenue extension, passengers would be delivered within two blocks of the elevated railroad station at the intersection of Myrtle avenue and Bridge street, at which point passengers could change to the Fifth avenue, Lexington avenue and Myrtle avenue elevated lines, and passengers would be delivered at the elevated station at the intersection of Fulton street and Flatbush avenue, where change could be made to the Fifth avenue and Fulton street elevated lines, thus making connection with all the elevated lines in the Borough of Brooklyn.

In addition to this, surface lines would be intersected or reached to which passengers could change, and upon which cars operate to practically all points in the Borough.

I do not mean that all the cars operating across the Manhattan Bridge should be continued upon the Flatbush avenue extension; neither do I mean that all the cars operated in the Borough of Brooklyn upon the Manhattan Bridge should be continued to points in Canal street; in other words, I do not think it is possible to entirely eliminate the terminals at the ends of the bridge, but I believe that the operation of at least some of these cars to points beyond the bridge entrance would, for a great many years, prevent a dangerous congested condition similar to that which now exists on the New York and Brooklyn Bridge.

Possible Objections by Companies to Through Operation.

Judging by the attitude which has been assumed at times by the street surface railway companies in this City, there is little doubt but that objection will be made to the operation as outlined above, upon the ground that no extra fare will be charged for a longer haul than at the present time, or to the ends of the Manhattan Bridge, as proposed by the companies in their petitions now before the Board. This is, of course, true to some extent, but I believe the companies enjoying valuable rights from the City should work in harmony with the City to secure the best system possible to distribute the traffic, and prevent congestion at the entrances to the East River bridges, which have been constructed at so great an expense by the City, and upon which provision has been made for tracks to be used by the railway companies. This

objection has, however, little weight, and cannot be made in reference to traffic terminating or originating at points other than in the area served directly by the line on Canal street and that on the Flatbush avenue extension, for the reason that a passenger traveling from one Borough to the other from and to points other than along the Flatbush avenue extension and Canal street would necessarily pay a second fare of five cents, and the work required by the companies in hauling such passengers along Canal street and the Flatbush avenue extension and upon the bridge, a distance less than twice that which the company now proposes to haul passengers, would be divided between the Manhattan and Brooklyn companies.

Upon the opening of the Manhattan Bridge there will no doubt be considerable local traffic between the two great business districts in the vicinity of Canal street and Flatbush avenue extension. The operation recommended above would provide for a single fare of five cents between the two districts, while two fares of five cents each would be exacted under the plan of operation proposed by the railway companies. Similarly, passengers from points on the Flatbush avenue extension or Canal street desiring to reach points not on those thoroughfares, in opposite boroughs, would be required to pay only a single fare of five cents, which, under the companies' plan, would be required to pay two fares of five cents each. To these classes of traffic the objections of the companies assumed above would apply.

The East River has always been a dividing line where a second fare has been exacted until the opening of the Brooklyn extension to the Rapid Transit Railroad. This may have been necessary, since a universal fare of five cents between all points in the Boroughs of Manhattan and Brooklyn would probably not be a paying proposition to the railway companies. However, I do not believe that the two great densely populated and business sections in the vicinity of Canal street and the Flatbush avenue extension should be separated by a ten-cent fare, if it can be avoided, while other points separated by a much greater distance in both the Boroughs of Manhattan and Brooklyn, between which the traffic is not nearly as great as the anticipated traffic between these two sections, are connected by railways upon which only a single fare of five cents is charged. It appears to me that this dividing line should be eliminated, if possible.

The New York Telephone Company, in laying out its districts within which to charge different rates per message, has, in a portion of the City, removed the boundaries of such districts from the vicinity of the subscribers in all cases within a portion of the City. Anyone who has become familiar with the system of rates charged by the New York Telephone Company must at once recognize its advantages, which should, I believe, be carried into effect, to some degree at least, covering the entire City. The operation of through cars upon Canal street and Flatbush avenue extension, eliminating the extra fare at the East River, would go far in accomplishing a similar result in charges for transportation between the Boroughs of Manhattan and Brooklyn. If these two sections were connected by a line of cars upon which a single fare of five cents only is charged, with transfer privileges, it is believed that the business interests in those two sections will be increased to such an extent that the traffic upon the railways connecting them will be also increased to an amount which will compensate the railway companies for the extra haul for the single fare.

INDEPENDENT LINE OF CARS PROPOSES IF NOT THROUGH OPERATION.

If an arrangement between the companies for the operation of through cars upon these thoroughfares cannot be made, much the same result, as far as the elimination of congestion at the bridge terminals is concerned, would be accomplished by the operation of a line controlled either by a combination of the companies which propose to operate across the Manhattan Bridge, similar to the Bridge Operating Company on the Williamsburg Bridge, or by an independent company between points on the Flatbush avenue extension and points on Canal street, upon which passengers would be carried for a single fare of three cents without transfer privileges. By that arrangement the fare between the business districts before mentioned would be only three cents, while the fare between points along the Flatbush avenue extension or Canal street to points not along those thoroughfares in the opposite Boroughs would be eight cents instead of five cents, as would be the case if the existing companies operated the street cars from the various lines. The fare between points in opposite Boroughs not along the Flatbush avenue extension or Canal street would, in that case, be ten cents, which is the same fare that would be exacted if the companies operated through cars from their present lines.

THROUGH OPERATION REQUIRES UNDERGROUND ELECTRIC SYSTEM.

The extension of the operation of the cars of the Brooklyn Company into the Borough of Manhattan, would, since it would be unwise to allow such operation by the overhead trolley system, require those companies to equip the cars so operated for both the overhead and the underground system. This, however, is not so difficult as may be imagined by some. Cars in the District of Columbia are operated by both systems, outside of the city limits of Washington by the overhead trolley, and within the city limits by the underground system. The time to make the change from one system to the other requires only from ten to twenty seconds, and the cost of the double equipment is only slightly more than the cost for one system only. The cars operated in the Borough of Manhattan are now equipped for the underground system, and the tracks in Flatbush avenue extension may be constructed to admit of operation by that system. No change will, therefore, be necessary in the equipment of cars operated by the Manhattan Company. The operation of an independent line, as heretofore suggested, would to a considerable extent eliminate the necessity for double equipment of the cars, since under that arrangement the cars from the various lines operated in Brooklyn would not continue upon Canal street, passengers desiring to reach points on Canal street or beyond being transferred to the independent line.

CITY'S RIGHT TO GRANT FRANCHISES IN CANAL STREET.

As to the City's right to grant a franchise upon the portion of Canal street now covered by existing franchises claimed by the Metropolitan Street Railway Company and the Third Avenue Railroad Company through its ownership of stock of the Dry Dock, East Broadway and Battery Railroad Company, and its power to secure in such a company the right to operate on the existing tracks, I have only to say that this is something which must be legally determined, but I cannot believe that franchises which had been granted on that street were ever intended to exclude the operation of cars by every other company, should public convenience demand such operation. Moreover, the Legislature, in granting the franchises which have been referred to on Canal street and other streets in the City, authorized companies to operate over routes for which franchises had previously been granted by the State Legislature, which indicates that it was not the intention of the Legislature at that time to grant franchises in streets to the exclusion of all other railway companies which might be thereafter formed.

PUBLIC SERVICE COMMISSION'S AUTHORITY IN CANAL STREET.

Should it be determined by the Corporation Counsel that the City does not have the legal right to grant further franchises on Canal street, and secure the right of operation to the companies receiving such franchises, it is possible that the Public Service Commission for the First District would have the power to order the companies in Manhattan and Brooklyn to operate over that portion of Canal street jointly. A portion of section 40 of the Public Service Commission's Law reads as follows:

"The Commission shall have power by order to require any two or more common carriers or railroad corporations, whose lines, owned, operated, controlled or leased form a continuous line of transportation or could be made to do so by the construction and maintenance of switch connection, to establish through routes and joint rates, fares and charges for the transportation of passengers, freight and property within the State as the commission may, by its order, designate; and in case such through routes and joint rates be not established by the common carriers or railroad corporations named in any such order within the time therein specified, the commission shall establish just and reasonable rates, fares and charges to be charged for such through transportation and declare the portion thereof to which each common carrier or railroad corporation affected thereby shall be entitled and the manner in which the same shall be paid and secured."

This section would appear to give the Public Service Commission the power to enforce the operation of through cars, at rates to be agreed upon by the companies and approved by the Public Service Commission, or to be fixed by that Commission. However, before any rights are granted by the Board of Estimate and Apportionment, as now applied for by the respective companies, it would appear desirable that the Com-

mission's opinion should be secured as to how far it would have the power to enforce such through operation.

This question as to the power of the Public Service Commission under the law, I believe should be considered at the same time as the question of the City's authority over operation in Canal street by the Law Department, for if no arrangement can be made between the several companies and the City, and the City's right to grant and power to enforce additional franchises is found inadequate, then the City should be enabled to take advantage of the only alternative which I have been able to discover at the present time, and to act upon it at once, as delay in the use of this bridge will work a great hardship upon both the public and the companies alike.

The question should therefore be submitted to the Public Service Commission, with a request that it advise the Board how far it believes its orders could be issued under the law to secure the desired results.

Recommendations.

In view of the foregoing, it is recommended:

First.—That the Secretary be directed to forward copies of this report to the Brooklyn Rapid Transit Company, the Coney Island and Brooklyn Railroad Company, the Third Avenue Railroad Company, and the Metropolitan Street Railway Company, with a request that representatives of these companies confer, with a view to reaching an agreement by which cars now operated in the Borough of Brooklyn may continue across the Manhattan Bridge, and along Canal street, to some point in the Borough of Manhattan, and that cars now operated in the Borough of Manhattan may continue across the Manhattan Bridge and upon the Flatbush avenue extension, to some point in the Borough of Brooklyn; or, in case such an agreement cannot be made, that they confer for the purpose of making an arrangement by which an independent line of cars may be operated between points upon Flatbush avenue extension, in the Borough of Brooklyn, and points in Canal street, in the Borough of Manhattan, by way of the Manhattan Bridge, upon which cars the fare shall not exceed three (3) cents, without transfer privileges; and further, that the Chief Engineer be authorized to confer with representatives of such companies for the purpose of perfecting such an agreement or arrangement.

Second.—That a copy of this report be forwarded to the Public Service Commission, and that that Commission be requested to inform the Board whether it has the power, pursuant to section 49 of the Public Service Commission's Law, to order the Brooklyn companies to operate their cars along Canal street, in the Borough of Manhattan, should such companies obtain a franchise upon the Manhattan Bridge, and thereby establish a through route and joint rates upon Canal street.

Third.—That the question of the City's right to grant further franchises in Canal street and to secure the right of operation to companies receiving such franchises upon the payment of a fair compensation by said companies to the companies now owning tracks in that street, be submitted to the Corporation Counsel for an opinion.

Resolutions carrying out such recommendations are submitted herewith.

Respectfully,

HARRY P. NICHOLS, Engineer in Charge.

November 9, 1908.

Since preparing the foregoing, the Public Service Commission for the First District has reached a decision in regard to the petition of the Brooklyn Union Elevated Railroad Company to construct and operate an elevated railroad extension in Flatbush avenue extension, and to use two tracks upon the Manhattan Bridge.

The petition was denied for several reasons, but the most serious obstacle to the granting of the franchise, as stated in the report of the committee to which the matter was referred, was the fact that the Company contemplated the operation of trains upon the extension and across the Manhattan Bridge only to its terminal in the Borough of Manhattan, and create there a condition similar to that which exists at the Manhattan terminal of the Brooklyn Bridge.

Aside from the question of whether an elevated railroad should be constructed in Flatbush avenue extension, the decision is very important in that the Commission has taken a decided stand to prevent congestion at the bridge terminus, and I urge that the Board use every means in its power to prevent a similar congestion which would arise from the granting of the franchise to the street surface railway companies as applied for, without provision being made for through operation upon Canal street and Flatbush avenue extension.

HARRY P. NICHOLS, Engineer in Charge.

Proposed Resolution.

Whereas, There are now pending before the Board petitions from the Third Avenue Railroad Company and the Metropolitan Street Railway Company, for the right to operate cars across the Manhattan Bridge to the Brooklyn terminal thereof, and a petition from the Brooklyn Heights Railroad Company to operate cars across the Manhattan Bridge to the Manhattan terminal thereof, and from the Brooklyn City Railroad Company for the right to construct, maintain and operate a street surface railway upon the Flatbush avenue extension, from Fulton street to the entrance of the Manhattan Bridge, in the Borough of Brooklyn; and

Whereas, It appears that if such franchises be granted, the cars from the Borough of Brooklyn would be operated across the Manhattan Bridge to the Manhattan terminal thereof, and cars from the Borough of Manhattan would be operated across the Manhattan Bridge to the Brooklyn terminal thereof, thereby creating street surface railway terminals at the ends of the Manhattan Bridge; and

Whereas, The effect of such terminals will tend to cause congestion of traffic at the bridge terminals; and

Whereas, It is the sense of this Board that the congested condition at those points should, if possible, be avoided, and at least a portion of the cars from the Borough of Brooklyn should be continued upon Canal street to intersect the existing north and south railways in the Borough of Manhattan, and that cars in the Borough of Manhattan should be continued upon the Flatbush avenue extension to intersect the existing railway lines in the Borough of Brooklyn; therefore be it

Resolved, That the report of the Division of Franchises upon the pending petitions, dated November 4, 1908, and this day presented to the Board by the Chief Engineer, be forwarded by the Secretary to the Brooklyn Rapid Transit Company, Coney Island and Brooklyn Railroad Company, Third Avenue Railroad Company, and the Metropolitan Street Railway Company, with the request that representatives of those companies confer with the view to reaching an agreement by which cars now operated in the Borough of Brooklyn may continue across the Manhattan Bridge, and along Canal street to some point in the Borough of Manhattan, and that cars now operated in the Borough of Manhattan may continue across the Manhattan Bridge and upon the Flatbush avenue extension to some point in the Borough of Brooklyn, or in case such an agreement cannot be made that they confer for the purpose of making an arrangement by which an independent line of cars controlled by them jointly may be operated between points upon Flatbush avenue extension, in the Borough of Brooklyn, and points in Canal street, in the Borough of Manhattan, by way of the Manhattan Bridge, upon which cars the fare shall not exceed three (3) cents, without transfer privileges, and that the Chief Engineer be authorized to confer with the representatives of such companies for the purpose of procuring such agreement or arrangement; and be it further

Resolved, That a copy of said report be forwarded to the Public Service Commission for the First District, with the request that such Commission inform the Board whether it has the power, pursuant to section 49 of the Public Service Corporations Law, to order the Brooklyn companies to operate their cars along Canal street, in the Borough of Manhattan, should such companies obtain a franchise upon the Manhattan Bridge, and thereby establish a through route and joint rates upon Canal street; and be it further

Resolved, That the Corporation Counsel be requested to advise the Board whether the City has the right to grant further franchises in Canal street, and to secure the right of operation to companies receiving such franchises upon the payment of a fair compensation by said companies to the companies now operating tracks in that street.

APPENDIX.

HISTORY OF FRANCHISES GRANTED TO RAILWAY COMPANIES TO USE CANAL STREET.

On June 3, 1851, the Board of Aldermen adopted a resolution granting to certain individuals the right to operate a street surface railway upon West Broadway, Canal

street, Hudson street and Eighth avenue, the portion on Canal street being from West Broadway to Hudson street. These individuals formed what is now known as the Eighth Avenue Railroad Company, on January 10, 1855. The resolution was also adopted by the Board of Aldermen July 14, 1851, and approved by the Mayor July 31, 1851.

This resolution also granted to certain other individuals the right to operate a street surface railway upon Church street, Canal street, Varick street and other streets, the portion on Canal street being from Church street to Varick street.

Later, this route was changed to include West Broadway instead of Church street, and Canal street from West Broadway to Varick street, instead of from Church street to Varick street. The resolution was adopted by the Board of Aldermen on June 17, 1852, and approved by the Mayor June 23, 1852. These individuals formed what is now known as the Sixth Avenue Railroad Company, on December 29, 1857. It is to be noted that the route on West Broadway and the portion on Canal street, between West Broadway and Hudson street are identical, provision being made in the latter resolution for the construction of this portion of the route jointly, or, in case an arrangement for such construction cannot be made between the two companies, either one of the companies could construct the road at its own expense and use the same.

On September 6, 1851, agreements were entered into between the individuals to which the grants above mentioned were granted in accordance with the provisions of the resolutions.

A resolution adopted by the Board of Assistants on November 11, 1852, by the Board of Aldermen November 22, 1852, and received from the Mayor without his approval on December 13, 1852, which, under the Charter, became a law which extended the rights of the individuals who afterwards formed the Eighth Avenue Railroad Company, to which was granted a franchise to construct an extension on Canal street east as far as Broadway, thus giving the Eighth Avenue Railroad Company a franchise for the complete route between Hudson street and Broadway.

The New York and Harlem Railroad Company was granted the right to construct a railway in Canal street, between Centre street and a point seventy-five feet east of Broadway, by a resolution of the Board of Aldermen November 13, 1848, adopted by Board of Assistants November 13, 1848, and approved by the Mayor November 15, 1848. This was granted during the pleasure of the Common Council.

By Chapter 514 of the Laws of 1860, passed April 17, a grant was made to individuals for the right to operate street surface railways upon various streets of the City, including Canal street, from the Bowery to Broadway. This right was afterwards assigned to the Bleecker Street and Fulton Ferry Railroad Company, which was incorporated December 12, 1854.

By chapter 512 of the Laws of 1860, passed April 17, there was granted to individuals the right to operate a street surface railway in various streets of the City, including Canal street, from East Broadway to Broadway, which right was afterwards assigned to the Dry Dock, East Broadway and Battery Railroad Company, which was incorporated December 8, 1863.

By chapter 513 of the Laws of 1860, passed April 17, there was granted to individuals the right to operate a street surface railway on various streets in the City, including Canal street, from Wooster street to West Broadway by single track, and from West Broadway to Varick street by double track. This right was afterwards assigned to the Broadway and Seventh Avenue Railroad Company, which was incorporated May 26, 1864.

The franchises referred to above which were granted to the Eighth Avenue Railroad Company, Sixth Avenue Railroad Company, Bleecker Street and Fulton Ferry Railroad Company, New York and Harlem Railroad Company, and the Broadway and Seventh Avenue Railroad Company, are all now owned or controlled by the Metropolitan Street Railway Company, in the following manner:

The Eighth Avenue Railroad Company and the New York and Harlem Railroad Company were leased directly to the Metropolitan Street Railway Company on November 23, 1895, and on June 16, 1896, respectively.

The Broadway and Seventh Avenue Railroad Company and the Sixth Avenue Railroad Company were leased to the Houston, West Street and Pavonia Ferry Railroad Company on May 13, 1890, and on February 1, 1892, respectively.

The Bleecker Street and Fulton Ferry Railroad Company was leased to the Twenty-third Street Railway Company on January 10, 1876, and on April 25, 1893, the Twenty-third Street Railway Company was also leased to the Houston, West Street and Pavonia Ferry Railroad Company. This latter company was afterwards merged with the Metropolitan Street Railway Company, so that all the franchises granted to the Bleecker street and Fulton Ferry Railroad Company, the Broadway and Seventh Avenue Railroad Company and to the Sixth Avenue Railroad Company came into the possession of the Metropolitan Street Railway Company by reason of merger of the different railway companies, and the franchises granted to the Eighth Avenue Railroad Company and the New York and Harlem Railroad Company are controlled by the Metropolitan Street Railway Company by reason of leases of those companies to the Metropolitan Street Railway Company.

The franchise to the Dry Dock, East Broadway and Battery Railroad Company, above referred to, is controlled by the Third Avenue Railroad Company, the latter company owning all the capital stock of the former company. A receiver was appointed for the Dry Dock, East Broadway and Battery Railroad Company on February 8, 1908, being the same receiver which was appointed to take over the property of the Third Avenue Railroad Company.

From this it is seen that franchises which have been granted in Canal street are in the possession of two different companies, that is, the Metropolitan Street Railway Company and the Third Avenue Railroad Company.

At the present time a line of horse cars are operated upon Canal street by the Dry Dock, East Broadway and Battery Railroad Company west as far as Lafayette street, and the Metropolitan Street Railway Company operates a line of cars known as the Canal Street Crosstown Line, from the intersection of Canal street and Hudson street to the intersection of Canal street and Centre street, and, in addition, operates the cars of its Eighth avenue line on Canal street, from Hudson street to West Broadway, and of its Sixth avenue line on Canal street, from Varick street to West Broadway.

The President of the Board of Aldermen moved that the question as to the grant of a franchise over the Queensboro (Blackwells Island) Bridge, as applied for by the Third Avenue Railroad Company, be referred to a Select Committee, consisting of the President of the Board of Aldermen, the Comptroller and the Presidents of the Boroughs of Manhattan and Queens, and that the question of the grant of franchises over the Manhattan Bridge be referred to a Select Committee, consisting of the President of the Board of Aldermen, the Comptroller and the Presidents of the Boroughs of Manhattan and Brooklyn.

Which motion 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 Richmond—16.

New York, Westchester and Boston Railway Company.

The public hearing on the form of contract consenting to a change in the line of the route of the New York, Westchester and Boston Railway Company, in the Borough of The Bronx, and to certain modifications in the ordinance of August 2, 1904, granting a franchise to said company, was opened.

The hearing was fixed for this day by resolution adopted October 2, 1908.

Affidavits of publication were received from the "New York Herald," "New York Tribune" and CITY RECORD.

No one appeared in opposition to the proposed grant.

Charles S. Graham, of counsel for the company, appeared in favor.

No one else desiring to be heard, the Chair declared the hearing closed.

The Secretary presented the following:

Report No. F-118.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
November 9, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

SIR—The final hearing is to be given on Friday, November 13, 1908, on the petition of the New York, Westchester and Boston Railway Company for a change of line and for modifications in its present form of franchise.

The situation with respect to the New York, Westchester and Boston and the New York and Portchester Railroads, both of which are now owned by the New York, New Haven and Hartford Railroad Company, has been set forth in several reports to the Board, and it is hardly necessary to discuss it at length at the present time. The company in its petition asks for an extension of the time within which the road is to be completed until August 2, 1911, for a portion of the line, and until August 2, 1913, for the remainder. Under the franchise the time for completion will expire on August 2, 1909, and it seems hardly reasonable that extensions of two and four years should be granted so long before the expiration of the time named in the franchise, especially in view of the fact that the situation may materially change within the next few months.

I am forwarding herewith a copy of a report by the Engineer in charge of the Division of Franchises showing what has been done and setting forth his views upon the situation. In my judgment the effect of control of both of these companies by the New York, New Haven and Hartford Railroad Company might result in advantage, rather than disadvantage, to The City of New York, provided the last-named company will make use of one or the other of these franchises to carry its line not only to the Harlem River, but that in connection therewith it would undertake to build an east side subway largely, if not wholly, at its own expense, delivering its passengers at the lower end of Manhattan Island and providing a new transportation line which the City greatly needs, but which it does not appear to be in a position to construct at the present time. It would seem that such a rapid transit line run in conjunction with one of the trunk lines entering New York City, avoiding transfers or changes from one train to another, would be an exceedingly advantageous arrangement which would be in the interests of both the New York, New Haven and Hartford Railroad Company and The City of New York, as well as of the traveling public. If the Board grants the long extensions asked for at the present time it may defer such a solution of the problem, while the railroad company controlling both these franchises may be prompted to present to the Board a definite proposal if action upon its present application be deferred for the present.

Yours respectfully,

NELSON P. LEWIS, Chief Engineer.

BOARD OF ESTIMATE AND APPORTIONMENT,
DIVISION OF FRANCHISES, ROOM 801, NO. 277 BROADWAY,
November 7, 1908.

Mr. NELSON P. LEWIS, Chief Engineer:

SIR—I desire to call your attention, and that of the members of the Board, to the status of the two petitions of the New York, Westchester and Boston Railway Company for a change of line and for various modifications in its proposed form of franchise, for the reason that the matter is on the calendar for final public hearing on November 13, 1908, and the proposed resolutions, containing a form of contract granting such change of line and modifications in exactly the manner petitioned for by the railroad company, were placed upon the minutes at the meeting of the Board held October 2, 1908.

These petitions were presented on June 19, 1908, and referred to the Chief Engineer. Subsequently, the date for the preliminary public hearing was fixed for September 18, 1908, and upon that date I presented to the Board a detailed report upon the change of line and the several modifications asked for. This report is printed in the minutes of September 18, pages 2737 to 2750. No one appeared at the public hearing except Mr. Allen Wardwell, of counsel for the company. The hearing was, upon motion of the Comptroller, continued until September 25, 1908, and the matter referred to the President of the Borough of The Bronx and to the Chief Engineer.

It appeared from a conversation which I had with one or two members of the Board, at the time, that they were not familiar with the contents of my report, and, for that reason, the hearing was continued until the Comptroller and the President of The Bronx could make a more extended examination.

At the meeting of October 2, no report was received from the President of The Bronx, and, as I knew of nothing further that I could add to the previous report, I could do nothing except to display upon the calendar a synopsis of that report and specifically set forth the changes and modifications asked for. No one appeared at this hearing except Mr. R. P. Buell, of counsel for the company, who requested that favorable action be taken. The Mayor requested to know the pleasure of the Board, and, there being no opposition, called for a vote upon a resolution, tentatively approving of the change in line and modifications asked for in the two petitions, and which resolution the President of the Borough of The Bronx, in reply to an inquiry from the Mayor, stated he would accept in lieu of his report. This resolution contained the usual provision that the matter be referred to the Corporation Counsel for his approval as to form of a contract containing terms and conditions to be imposed in the grant of the said modifications and alterations, and to incorporate therein such matter as, in his opinion, would seem advisable to fully protect the interests of the City, and was adopted.

In accordance with the terms of this resolution, a form of contract was prepared by this Division, granting the petitions as applied for, and the same was transmitted to the Law Department.

At the meeting of October 2, a communication was received from the Law Department, suggesting certain changes in the proposed form, which were adopted by the Board, ordered placed upon the Minutes for the thirty days required by the statute, fixing November 13 as the date for final public hearing, and requesting the Mayor to designate two newspapers in which the notice of such hearing and the form of contract should be advertised.

In other words, as before stated, these petitions are now before the Board for final action, with the object of granting the petitions in exactly the same form as applied for.

I cannot go into the merits of this case, except to repeat that contained in my report of September 18, 1908. The situation has changed since that report only in one respect, and that is that the Court of Appeals has sustained the validity of the Charter of New York, Westchester and Boston Railway Company, thus entitling that road to conduct condemnation proceedings, which will enable the company to establish its road upon either its original line, the alteration hereby requested, or in connection with a part of the Portchester line.

My report of September 18 may be briefly summarized, as follows:

First—The first petition requests a change of line upon the main line, and also upon the branch.

The change upon the main line is between One Hundred and Seventy-fourth street and the Harlem River, and will result in the line of the Westchester Company being placed alongside of, and parallel upon the main line of the Harlem River and Portchester Railroad.

Again, so far as can be learned, the intentions of the New Haven Company are to make a connection outside of the City limits, between the main line of the New Haven Company and the proposed line of the Westchester Company, so as to divert a portion of the traffic from the New Haven Company, which now enters the City by means of the Grand Central Station at Forty-second street.

I submit, therefore, that the intention of the New Haven Company in regard to the Westchester Company is not such as was intended when the original franchise was granted to the Westchester Company, which was for an independent four-track, high-speed electric railroad through a portion of The Bronx which would greatly increase the facilities for local traffic in that Borough. The proposition has now devolved into one simply for the convenience of the New Haven Railroad, to divert a portion of its traffic to connections with the City's rapid transit railway, and to the Harlem River.

Second—The second petition requests five modifications of the original franchise:

(a) By permitting the use of the overhead trolley system.

In view of the fact that this request was of a strictly technical character, I submitted the proposition to the Department of Water Supply, Gas and Electricity, and in my report I quoted from the reply of the Chief Engineer of Light and Power and the Consulting Engineer, whose conclusions were:

"In consequence, we would recommend that a final decision as to this application be postponed until the complete plans and specifications of the system to be used can be submitted."

(b) By providing the City with the right to string three cables, instead of furnishing two conduits.

A decision on this question would be entirely dependent upon that arrived at in

(c) By permitting connections with two other railroads at a distance not exceeding 2,500 feet, instead of 1,000 feet.

(d) By permitting connections with the rapid transit railway at West Farms, and the proposed rapid transit railway at Westchester avenue.

These two may be considered together. My own opinion is that these modifications should be denied, as I believe the existing rapid transit railway will not be enabled to provide sufficient facilities to carry the present traffic, and the natural increase which will come to it before other lines can be constructed, together with the traffic which would be diverted to it by the New Haven Railroad; and, again, it appears that the rapid transit railway is for the purpose, primarily, of handling traffic originating in the City, and not for that brought to it from outside points.

It will be remembered that when this matter was submitted to the former Board of Rapid Transit Railroad Commissioners it deemed that such connections would be unwise. The matter was again submitted to the Public Service Commission for the First District, but the Commission replied that it did not deem it advisable at the present time to express any formal opinion, as the modified franchise will necessarily, under the provisions of the Public Service Commission's Law, come to the Public Service Commission for its approval.

(e) By extending the time until August 2, 1911, to complete the four-track railway from the City line to One Hundred and Seventy-fourth street; and until August 2, 1913, for the construction of the line from One Hundred and Seventy-fourth street to the Harlem River.

Over four years have passed since the original grant was made in the Westchester Railroad—a time amply sufficient to have built and constructed a road which the people certainly had the right to expect; instead of that, a continuous litigation has been carried on, and both the Westchester Company and the Portchester Company have fallen into the hands of the New Haven Company—a line with which it was proposed that both of these roads should compete. Moreover, as before stated, the New Haven Company has so warped the two franchises into a relief of its own system that it will not give the facilities for local transit in the Borough of The Bronx, which was intended when the rights were first granted.

I submit, therefore, that the time applied for is too long, and that no action should be taken upon this extension of time until the company shall show its good faith by immediately continuing its construction, and proving to the City what can be done by August 2, 1909, at which time its present right expires. Ample time will be had by May, 1909, to consider the question of an extension.

In conclusion, I would call your attention to the fact that the Portchester franchise is still in existence, having been extended by resolution of the Board until December 26, 1908. It would seem, therefore, that the rights should be forfeited under this franchise before a modification of the Westchester is granted; otherwise two rights outstanding for the same purpose may complicate matters to such an extent as to place the City in an embarrassing position.

Respectfully,

HARRY P. NICHOLS, Engineer in Charge.

The Comptroller moved that the matter be referred to a Select Committee, consisting of the Comptroller, the President of the Board of Aldermen, the Presidents of the Boroughs of Manhattan and The Bronx, and the Chief Engineer to report to the Board at the meeting to be held November 20, 1908.

Which motion 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 Richmond—16.

The Comptroller, as Chairman of the Select Committee, then announced that the committee would hold a public hearing on this matter on Wednesday, November 18, 1908, at 11 o'clock in the forenoon, in the Old Council Chamber, Room 16, City Hall, Borough of Manhattan.

Coney Island and Brooklyn Railroad Company.

The public hearing on the petition of the Coney Island and Brooklyn Railroad Company, requesting this Board to amend the resolution adopted January 18, 1907, requiring said company to remove its tracks from the side to the centre of Coney Island avenue, between Fort Hamilton avenue and Neptune avenue, Borough of Brooklyn, by adding thereto provisions permitting the company to inclose a space twenty-four (24) feet in width, by curbing, and reduce the width of the sidewalks from twenty-five (25) feet to fifteen (15) feet, was opened.

The hearing was fixed for this day by resolution adopted September 18, 1908.

Communications were received from the Manufacturers' Association of New York, in opposition to the plan of the railroad company, and from M. J. McLaughlin in favor of the construction proposed by the railroad company.

The President of the Board of Aldermen moved that the time of the hearing be limited to thirty minutes, fifteen minutes to each side.

Which motion was agreed to.

William H. Milner and Hon. George E. Waldo appeared in opposition.

William N. Dykeman, of counsel for the company, appeared in favor.

At the conclusion of Mr. Milner's remarks, the Chair declared the hearing closed and stated that others desiring to be heard would be given a full opportunity before a Select Committee.

The Secretary presented the following:

Report No. F-119.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
November 9, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

Sir—The Board has fixed Friday, November 13, 1908, as the date for a hearing upon the petition of the Coney Island and Brooklyn Railroad Company for consent to place its tracks in the centre of Coney Island avenue, between Fort Hamilton avenue and Neptune avenue, and also upon its request that the Board amend the resolution adopted on January 18, 1907, by adding thereto provisions which would permit it to inclose by curbing a space 24 feet in width in the middle of the street, within which these tracks would be located, and providing two separate roadways, each 23 feet in width to be paved with asphalt.

In a report submitted to the Board on September 18 last, the opinion was expressed by your Engineer that the proposed arrangement of surface tracks would be advantageous, but it was found that there was considerable opposition on the part of the abutting property owners, and it was recommended that these property owners be given an opportunity to present their views at this public hearing. Since the date of the report the Brooklyn Manufacturers' Association has adopted and forwarded to the Board of Estimate and Apportionment a long preamble and resolutions, requesting the Board not to amend its former resolution, but to insist that the tracks be placed in the centre of the street in the usual manner, and that the necessary consent be not given to inclose the track spaces by curbing, to construct two roadways and to set back the curbing and sidewalk. The chief reasons given in the preamble for these

resolutions appear to be that such an arrangement would not be advantageous to the business interests along Coney Island avenue, but would chiefly facilitate transportation and permit running the cars at greater speed.

A communication has also been addressed to the Board by the Kings Parkway Realty Company, owning a large amount of property in this vicinity, endorsing the proposed plan of curbing in the track spaces and constructing two separate roadways. I do not know that I can add anything to the statements contained in the report presented at the meeting of September 18. Those opposing the change appear to be actuated by a fear that there would be real rapid transit on the street, that the stopping of the cars would be less frequent, and that retail shops would not secure as much business as though the cars were run in the usual halting manner through this thoroughfare. In other words, the protestants appear to be influenced by what they consider would be the effect upon the shops and small stores and not by the effect of the change upon the transportation facilities in the street or the appearance of the thoroughfare.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

Proposed Form of Resolution.

Whereas, The Board of Estimate and Apportionment did, under and pursuant to chapter 610 of the Laws of 1906, on January 18, 1907, order the Coney Island and Brooklyn Railroad Company to change the route or right of way and the location of the railroad tracks of said company on Coney Island avenue, between Fort Hamilton avenue and Neptune avenue, Borough of Brooklyn, from the present location of the said route or right of way and railroad tracks on the westerly side of Coney Island avenue to the centre of said avenue; and

Whereas, The Coney Island and Brooklyn Railroad Company, in a petition dated June 24, 1908, and signed by its President, Slaughter W. Huff, has requested this Board to amend the aforesaid order by adding thereto provisions permitting it to inclose a space twenty-four (24) feet in width in the centre of the avenue, by curbing, and reduce the width of the sidewalks from twenty-five (25) feet to fifteen (15) feet; and

Whereas, At the meetings of September 18, 1908, and November 13, 1908, reports were received from the Chief Engineer of this Board in favor of the plan proposed by the railroad company; and,

Whereas, A public hearing was this day had upon said petition; now, therefore, be it

Resolved, That the order of this Board under date of January 18, 1907, be and it is hereby amended by adding thereto the following:

The tracks of the Coney Island and Brooklyn Railroad Company in the centre of Coney Island avenue shall be laid in a space not more than twenty-four (24) feet in width, at the outer edges of which a curbing shall be laid, separating the space occupied by the tracks from the carriageways. The space in the centre of the street shall be sodded, and grass maintained thereon by the railroad company. On the easterly and on the westerly sides of the route carriageways twenty-three (23) feet in width shall be paved as directed by the proper authorities. The company shall at all times keep the streets, avenues or highways at all crossings upon which the said railway is constructed, between its tracks, the rails of its tracks, and for a distance of two 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. The company shall cause to be paved that portion of the street at all crossings, between its tracks, the rails of its tracks and two feet in width outside of its tracks, upon and along the streets, avenues and highways intersecting its route, which are now either unpaved or paved with macadam. The work of such paving shall be done under the supervision of the Municipal authorities having jurisdiction in such matters. Such authorities shall designate the character of the pavement to be laid. As long as the said railway or any portion thereof remains in the street, avenue or highway, the company shall pave and keep in permanent repair that portion of the surface of the street, avenue or highway in which said railway is constructed, between its tracks, the rails of its tracks, and for a distance of two feet beyond the rails on either side thereof, under the supervision of the local authorities, whenever the same become in a state of disrepair, or whenever required by them to do so, and in such manner as they may prescribe. And the City shall have the right to change the material or character of pavement of any street, avenue or highway, and, in that event, the Company, its successors or assigns shall be bound to replace such pavement in the manner directed by the proper City officer, at its own expense, and the provision as to repairs herein contained shall apply to such renewal or altered pavement. The company agrees to pay the City any sum or sums that the City may pay either as the result of a judgment against it or by way of settlement or compromise for any injuries either to person or property arising from the failure of the company to pave or keep in permanent repair that portion of the surface of the street, avenue or highway in which said railway is constructed as hereinbefore provided.

The expense of setting back the curbs upon the easterly and westerly sides of the avenue when the width of the sidewalks is decreased from twenty-five (25) feet to fifteen (15) feet, and the laying of new sidewalks in place of those removed, shall be borne by the Coney Island and Brooklyn Railroad Company.

The President of the Board of Aldermen moved that the matter be referred to a Select Committee, consisting of the President of the Board of Aldermen, the Comptroller and the President of the Borough of Brooklyn.

Which motion was adopted.

Bronx Traction Company.

In the matter of the petition of the Bronx Traction Company for a franchise to construct, maintain and operate a street surface railway as an extension to its existing system, from the intersection of Clason's Point road and Westchester avenue, upon and along Clason's Point road to Long Island Sound, Borough of The Bronx.

At the meeting of November 6, 1908, a report was received from the Select Committee recommending that the franchise be granted on certain terms and conditions, and, by resolution adopted on that date, the terms and conditions proposed by such committee were tentatively approved and the form of contract referred to the Corporation Counsel for his approval as to form.

The Secretary presented the following:

CITY OF NEW YORK—LAW DEPARTMENT,
OFFICE OF THE CORPORATION COUNSEL,
New York, November 10, 1908.

To the Board of Estimate and Apportionment:

Sir—I have received the following communication, dated November 6, 1908, signed by Joseph Haag, Secretary:

"I transmit herewith certified copy of resolution this day adopted by the Board of Estimate and Apportionment, tentatively approving the terms and conditions in the form of contract as proposed in the report of the Engineer in charge of the Division of Franchises to the Chief Engineer, for the grant of a franchise to the Bronx Traction Company, to construct, maintain and operate a street surface railway

as an extension to its existing system, from the intersection of Clason's Point road and Westchester avenue, upon and along Clason's Point road to Long Island Sound, Borough of The Bronx. You will note that you are requested to approve such form of contract as to form and to incorporate therein such matter as you deem advisable to fully protect the interests of the City.

"I enclose herewith copy of the report of the Engineer in charge of the Division of Franchises to the Chief Engineer, herein mentioned."

I beg to advise you that the proposed form of contract as contained in the report by the Division of Franchises of October 27, 1908, has my approval as to form.

Respectfully yours,

G. L. STERLING, Acting Corporation Counsel.

The following was offered:

Whereas, The Bronx Traction Company has under date of July 28, 1908, made application to this Board for the grant of the right, privilege and franchise to construct, maintain and operate a street surface railway upon and along Clason's Point road, from Westchester avenue to Long Island Sound, in the Borough of The Bronx; and

Whereas, Section 92 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 to such laws, this Board adopted a resolution on October 2, 1908, fixing the date for public hearing thereon as October 30, 1908, at which citizens were entitled to appear and be heard, and publication was had for at least fourteen (14) days in the "New York Sun," and the "New York Tribune," newspapers designated by the Mayor, and in the CITY RECORD for ten days immediately prior to the date of hearing, and the public hearing was duly had 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 Bronx 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 Bronx 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 Bronx 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:

This Contract, made this day of 1908, 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 Bronx Traction 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 terms and conditions 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 in the Borough of The Bronx, City of New York, upon the following route:

Beginning at and connecting with the existing double track street surface railway on Westchester avenue at the intersection of said avenue with Clason's Point road, and running thence easterly in, upon and along said Clason's Point road to the public place at the easterly terminus thereof, and running thence with a loop in, upon and along said public place. The said route with turnouts, switches and crossovers hereby authorized is shown upon a map entitled:

"Map showing proposed railway of Bronx Traction Company in the Borough of The Bronx, City of New York, to accompany petition to the Board of Estimate and Apportionment, dated July 28, 1908," and signed by Edward A. Maher, President, 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 six 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 one 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 fifteen (15) 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 (20) 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 years and not later than one 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 year before the expiration of the original term of this contract, then the annual rate of compensation for such succeeding twenty (20) 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 months prior to the expiration of this original contract, and their report shall be filed with the Board within three 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 this original con-

tract. It 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 thereto 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 this privilege the following sums of money:

The sum of three thousand five hundred dollars (\$3,500) in cash within thirty (30) days after the date on which this contract is signed by the Mayor.

During the first term of five years an annual sum, which shall in no case be less than three hundred and seventy-five dollars (\$375), and which shall be equal to three per cent. of its gross annual receipts if such percentage shall exceed the sum of three hundred and seventy-five dollars (\$375).

During the second term of five years an annual sum which shall in no case be less than six hundred and eighty-seven dollars (\$687), and which shall be equal to five per cent. of its gross annual receipts if such percentage shall exceed the sum of six hundred and eighty-seven dollars (\$687).

During the third term of five years an annual sum which shall in no case be less than seven hundred and fifty-six dollars (\$756), and which shall be equal to five per cent. of its gross annual receipts if such percentage shall exceed the sum of seven hundred and fifty-six dollars (\$756).

The gross annual receipts mentioned above shall be that portion of the gross receipts of the Company as shall bear the same proportion to its whole gross receipts as the length of the extension hereby granted shall bear to the entire length of the line in operation.

The payment of such minimum sums shall begin from the date on which this contract is signed by the Mayor.

All such sums 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.

Whenever the percentage required to be paid shall exceed the minimum amount as above, such sum over and above such minimum shall be paid to the said Comptroller on or before November 1 in each year for the year ending September 30 next preceding. The fiscal year shall end on September 30 next preceding said date of payment, and provisions of the Railroad Law as it now exists, or as it may hereafter be amended, relating to the manner of payments and statements of percentages of gross receipts of street railway companies not inconsistent with this contract, shall be strictly complied with.

The intention of this paragraph is to fix an annual charge to be paid by the Company, its successors or assigns, to The City of New York for the rights and franchises hereby granted, and it shall not be construed as providing for the payment by the Company, its successors or assigns of a percentage of gross receipts within the meaning of any general or special statute, referring particularly to chapter 340 of the Laws of 1892.

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 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 by any law of the State of New York.

Fourth—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 other cause, or upon the dissolution of the Company before such termination, the tracks and equipment of the Company constructed pursuant to this contract within the streets, avenues and highways 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 grant as above the City (by 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 highways shall be restored to their original condition at the sole cost and expense of the Company.

Fifth—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 payments 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.

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 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, its successors or assigns, 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, or its successors in authority, 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—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 same streets, avenues or highways herein above described in section 4.

The use of said railway which shall be constructed by the Company under this contract, including the tracks, wires and other equipment, or any structures in public streets and avenues owned by the Company and 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, avenues or highways heretofore described in section 1, for street railway purposes, upon payment of an annual sum by such individual or corporation to the Company, which shall be equal to the legal interest on such proportion of the whole cost of the construction of such railway and structures and of the cost of keeping the tracks and track equipment in repair, as the number of cars operated by such company or individual 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 and the cost of laying and repairing of pavement and removal of snow and ice, and all the other duties imposed upon the Company by the terms of this contract, in connection with the maintenance or the operation of the said railway so used. Provided, however, that if in the opinion of the Company the legal rate of interest of the cost of such railway shall be an insufficient sum to pay for the use of such tracks, it may appeal to the Board, and the Board may fix a percentage of the cost to be paid to the Company as 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.

Eighth—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 of the First District of the State of New York.

Ninth—The Company shall commence construction of the railway herein authorized within six months from the date upon which the consents of the property owners are obtained, or from the date upon which the decision of the Appellate Division of the Supreme Court that such railway ought to be constructed is rendered in lieu of such consents, and shall complete the construction and place the same in full operation

within one year from the date of obtaining such consents or such decision, 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 such periods may be extended by the Board for a period or periods not exceeding in the aggregate six months each, 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, 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.

Eleventh—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.

Twelfth—The rate of fare for any passenger upon such 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 said railway, or a line or branch operated in connection therewith, to any point thereof, or any connecting line or 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.

The rate for the carrying of 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, or its successors in authority, and may be fixed by such Board after notice to the Company and a hearing had thereon, and when so fixed such rates shall be binding upon the Company, its successors or assigns, and no greater sums shall be charged for such service than provided for by it.

Thirteenth—No cars shall be operated upon the railway hereby authorized, other than passenger cars, cars for the transportation of express 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; and the tracks hereby authorized shall not be used for the storage of cars.

Fourteenth—Cars on the said railway shall run at intervals of not more than thirty 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, during the first five years of this contract, 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.

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.

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.

Seventeenth—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 times every twenty-four hours when the temperature is above 35 degrees Fahrenheit, the entire width of the streets and avenues, except when the width of such streets and avenues shall exceed 60 feet between curb lines, in which case the Company shall cause to be watered only 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.

Eighteenth—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 the Board.

Nineteenth—The Company shall at all times keep the streets, avenues or highways upon which the said railway is constructed, between its tracks, the rails of its tracks and for a distance of 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.

Twentieth—The Company shall cause to be paved that portion of the street between its tracks, the rails of its tracks and two feet in width outside of its tracks upon and along the streets, avenues and highways of the routes hereby authorized, which are now either unpaved or paved with macadam. The work of such paving shall be done under the supervision of the municipal authorities having jurisdiction in such matters. Such authorities shall designate the character of the pavement to be laid.

As long as the said railway, or any portion thereof, remains in the street, avenue or highway, the Company shall have and keep in permanent repair that portion of the surface of the street, avenue or highway in which said railway is constructed, between its tracks, the rails of its tracks, and for a distance of two 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. And the City shall have the right to change the material or character of the pavement of any street, avenue or highway, and in that event the Company, its successors or assigns, shall be bound to replace such pavement in the manner directed by the proper City officer, at its own expense, and the provision as to repairs herein contained shall apply to such renewal or altered pavement.

Twenty-first—Any alteration to the sewerage or drainage system, 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—Before any construction shall be commenced upon any portion of the route, written permits shall be obtained from the President of the Borough of The Bronx and the Commissioner of Water Supply, Gas and Electricity, and the Company shall comply with any conditions which those officials may impose as a condition upon which such permit is granted, provided such conditions are imposed for the purpose of protecting the structures over which those officials have jurisdiction.

Twenty-third—The Company agrees to comply with any and all the rules which may be made by the Commissioner of Water Supply, Gas and Electricity for the purpose of preventing the destruction of the pipes or structures in the street by electrolysis, which may be caused by the electric current used by the Company, whether such rules affect the method of the original construction of said railway or any reconstruction, maintenance or repairs upon such railway at any time during the term of this contract.

Twenty-fourth—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, 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 a manner as directed by the President of the Borough of The Bronx.

Twenty-fifth—Should the grades or lines of the streets in which franchises are herein granted be changed at any time during the term of this contract, the Company

shall, at its own expense, change its tracks to conform with such new grades and lines, and during the construction of any public improvement upon said street the Company shall take care of and protect the track at its own expense, all to be done subject to the direction of the President of the Borough of The Bronx.

Twenty-sixth—Upon one year's notice from the Board, the Company shall make application to said Board for the right or privilege to lay its tracks upon other streets hereafter to be opened, adjacent to the public place at the easterly terminus of Clason's Point road, the same to be in substitution for the loop terminal hereby authorized in the public place, and within six months after such right or privilege is obtained, shall, at its own expense, remove all of its tracks and appurtenances from said public place.

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, or 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 earnings 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 the gross earnings from all railway lines owned or operated by the Company, the total miles owned by the Company and in operation 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, this contract may be forfeited by a suit brought by the Corporation Counsel, on notice of ten 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 one hundred dollars (\$100) 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.

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 of New York the sum of six thousand dollars (\$6,000), 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, especially those which relate to the payment of the annual charges for the privilege hereby granted, the efficiency of the public service rendered, the repairs of the street pavement, the removal of snow and ice and the quality of construction of the railway, and in case of default in the performance by the Company of such terms and conditions 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 days' notice in writing to the Company; or in case of failure to keep the said terms and conditions of this contract 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 the 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 Comptroller of the City, on complaint made, shall, in writing, notify the Company, through its President, to appear before him on a certain day not less than ten (10) days after the date of such notice, to show cause why it 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 Comptroller to be in fault, said Comptroller shall forthwith impose the prescribed penalty, or where the amount of the penalty is not prescribed herein, such amount as appears to him to be just, and without legal procedure 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 Comptroller of the City a sum sufficient to restore said security fund to the original amount of six thousand dollars (\$6,000), 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.

Thirty-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, avenues and highways in which the Company is authorized to operate.

Thirty-fourth—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-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, officers or officers.

Sec. 3. This contract is also 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 be adopted affecting the surface railways operating in the City, not inconsistent with the terms and conditions hereinbefore fixed, shall be strictly complied with by the Company.

Sec. 4. 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.

BRONX 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 provision 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 Bronx Traction Company, and the said form of 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 Friday, December 18, 1908, in the CITY RECORD, and at least twice during the ten days immediately prior to December 18, 1908, in two daily newspapers to be designated by the Mayor therefor and published in The City of New York, at the expense of the Bronx 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 Bronx 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 any 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 Friday, December 18, 1908, 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 and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

Union Railway Company of New York City.

In the matter of the petition of the Union Railway Company of New York City for franchises to construct, maintain and operate two extensions to its existing system, as follows:

(a) From the intersection of Sedgwick avenue and Fordham road, Borough of The Bronx, to and across the University Heights Bridge and its approaches, to Broadway, Borough of Manhattan.

(b) From the intersection of Third and Pelham avenues, upon and along Pelham avenue to the Southern boulevard, Borough of The Bronx.

At the meeting of November 6, 1908, a report was received from the Select Committee recommending that the franchises be granted on certain terms and conditions, and, by resolution adopted on that date, the terms and conditions proposed by such committee were tentatively approved and the forms of contracts referred to the Corporation Counsel for approval as to form.

The Secretary presented the following:

CITY OF NEW YORK—LAW DEPARTMENT,
OFFICE OF THE CORPORATION COUNSEL,
NEW YORK, November 10, 1908.

To the Board of Estimate and Apportionment:

Sirs—I have received the following communication, dated November 6, 1908, signed by Joseph Haag, Secretary:

"I transmit herewith certified copies of two resolutions this day adopted by the Board of Estimate and Apportionment, tentatively approving the terms and conditions in the forms of contract as proposed in the report of the Engineer in charge of the Division of Franchises to the Chief Engineer for the grant of franchises to the Union Railway Company of New York City, to construct, maintain and operate extensions to its existing systems, as follows:

(a) From the intersection of Sedgwick avenue and Fordham road, Borough of The Bronx, to and across the University Heights Bridge and its approaches, to Broadway, Borough of Manhattan.

(b) From the intersection of Third and Pelham avenues upon and along Pelham avenue to the Southern boulevard, Borough of The Bronx.

You will note that you are requested to approve such contracts as to form, and to incorporate therein such matter as you deem advisable to fully protect the interests of the City.

I enclose herewith copy of the report of the Engineer in charge of the Division of Franchises, which report contains the forms of contracts herein mentioned."

I beg to advise you that the proposed form of contract as contained in the report by the Division of Franchises of October 27, 1908, has my approval as to form.

Respectfully yours,

G. L. STERLING, Acting Corporation Counsel

The following was offered:

Whereas, The Union Railway Company of New York City has under date of July 28, 1908, made application to this Board for the grant of the right, privilege and franchise to construct, maintain and operate a street surface railway upon and along Fordham road and West One Hundred and Eighty-fourth street, in the Borough of

The Bronx, and over and along the University Heights Bridge and the approaches thereto, and upon and along West Two Hundred and Seventh street and other streets and avenues in the Borough of Manhattan; and

Whereas, Section 92 of the Railroad Law and sections 73, 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 October 2, 1908, fixing the date for public hearing thereon as October 30, 1908, at which citizens were entitled to appear and be heard, and publication was had for at least fourteen (14) days in the "New York Sun," and the "New York Tribune," newspapers designated by the Mayor, and in the CITY RECORD for ten 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 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 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 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 he 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:

This contract, made this day of 1908, 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 persons and property in the Boroughs of The Bronx and Manhattan, City of New York, upon the following route:

Beginning at and connecting with the existing tracks of the Company at or near the intersection of Sedgwick avenue and Fordham road, in the Borough of The Bronx, and running thence southwesterly in, upon and along said Fordham road and Hampden place to West One Hundred and Eighty-fourth street, and thence southwesterly and westerly in, upon and along said West One Hundred and Eighty-fourth street to its intersection with the easterly approach to the University Heights Bridge; thence westerly upon and over said bridge, and the easterly and westerly approaches thereto, to West Two Hundred and Seventh street, in the Borough of Manhattan, and thence westerly in, upon and along said West Two Hundred and Seventh street to Amsterdam or Tenth avenue; thence southerly in, upon and along said Amsterdam or Tenth avenue to Emerson street; thence westerly in, upon and along said Emerson street to Broadway, and connecting with the existing double track railway in said Broadway. The said route with turnouts, switches and crossovers hereby authorized is shown upon a map entitled:

"Map showing proposed railway of the Union Railway Company in the Boroughs of The Bronx and Manhattan, City of New York, to accompany petition to the Board of Estimate and Apportionment, dated July 28, 1908."

—and signed by F. W. Whitridge, Receiver; T. F. Mullany, Chief Engineer, and Edward A. Maher, President, 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 six months of 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, the Company shall, within two months 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 railroad 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 fifteen (15) 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 (20) 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 the law to act for the City in place of the Board. Such application shall be made at any time not earlier than two years and not later than one 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 of this original contract.

If the Company and the Board shall not reach such an agreement on or before the day one year before the expiration of the original term of this contract, then the annual rate of compensation for such succeeding twenty (20) 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 months prior to the expiration of this original contract, and their report shall be filed with the Board within three 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 this original 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 this privilege the following sums of money:

(a) The sum of three thousand five hundred dollars (\$3,500) in cash, within thirty (30) days after the date on which this contract is signed by the Mayor.

(b) During the first term of five years an annual sum which shall in no case be less than seven hundred and fifty dollars (\$750), and which shall be equal to three (3) per cent. of its gross annual receipts, if such percentage shall exceed the sum of seven hundred and fifty dollars (\$750).

During the second term of five years an annual sum which shall in no case be less than fourteen hundred dollars (\$1,400), and which shall be equal to five (5) per cent. of its gross annual receipts, if such percentage shall exceed the sum of fourteen hundred dollars (\$1,400).

During the third term of five years an annual sum which shall in no case be less than fifteen hundred and fifty dollars (\$1,550), and which shall be equal to five (5) per cent. of its gross annual receipts, if such percentage shall exceed the sum of fifteen hundred and fifty dollars (\$1,550).

The gross annual receipts mentioned above shall be that portion of the gross receipts of the Company as shall bear the same proportion to its whole gross receipts as the length of the extension hereby granted shall bear to the entire length of the line of the Company in operation.

The payment of such minimum sums shall begin from the day on which this contract is signed by the Mayor.

(c) For the use of the University Heights Bridge during the first term of five years the annual sum of \$2,000, during the second term of five years the annual sum of \$2,250, and during the third term of five years the annual sum of \$2,500. The compensation herein reserved shall commence from the date of the signing of this contract by the Mayor.

All such sums 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.

Whenever the percentage required to be paid shall exceed the minimum amount as above, such sum over and above such minimum shall be paid to the said Comptroller on or before November 1 in each year for the year ending September 30 next preceding. The fiscal year shall end on September 30 next preceding said date of payment, and provisions of the Railroad Law as it now exists, or as it may hereafter be amended, relating to the matter of payments and statements of percentages of gross receipts of street railway companies not inconsistent with this contract, shall be strictly complied with.

The intention of this paragraph is to fix an annual charge to be paid by the Company, its successors or assigns, to The City of New York for the rights and franchises hereby granted, and it shall not be construed as providing for the payment by the Company, its successors or assigns of a percentage of gross receipts within the meaning of any general or special statute, referring particularly to chapter 340 of the Laws of 1892.

Before any rights hereby conferred are exercised by the Company, and within three (3) months from the date on which this contract is signed by the Mayor, the Company shall pay to The City of New York the sum of twenty thousand three hundred and eighty-five dollars and eight cents (\$20,385.08) and within three (3) months thereafter the further sum of thirty-one thousand seven hundred and fifty-eight dollars and eighty cents (\$31,758.87); said amounts being due under the franchise of the Company granted to it by the Legislature by chapter 340 of the Laws of 1892.

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 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 by any law of the State of New York.

Fourth—Upon the termination of this original contract, or if the same is renewed, then, at the termination of the said renewal term, or upon the termination of the rights hereby granted for any other cause, or upon the dissolution of the Company before such termination, the tracks and equipment of the Company constructed pursuant to this contract within the streets, avenues and highways 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.

It, however, at the termination of this grant as above the City (by the Board or its successors in authority) 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 highways and the bridge shall be restored to their original condition at the sole cost and expense of the Company.

Fifth—The annual charges or payments shall continue throughout the whole term of the contract hereby granted, whether original or renewal, notwithstanding any clause in any statute or in the charter of any other railway or railroad company providing for payments for 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 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 such assignee or lessee to the contrary notwithstanding, and that 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.

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 title thereto, or right, interest or property therin, pass to or rest in any other person or corporation whatsoever, either by the act of the Company, its successors or assigns, 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, or its successors in authority, 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—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 same streets, avenues, highways or bridge hereinabove described in section 1.

The use of said railway which shall be constructed by the Company under this contract, including the tracks, wires and other equipment, or any structures in public streets and avenues owned by the Company and 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, avenues or highways hereinabove described in section 1, for street railway purposes, upon payment of an annual sum by such individual or corporation to the Company, which shall not exceed the legal interest on such proportion of the whole cost of the construction of such railway and structures and of the cost of keeping the tracks and track equipment in repair, as the number of cars operated by such company or individual shall bear to the number of cars operated by the Company 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 and the cost of laying and repairing of pavement and removal of snow and ice, and all the other duties imposed upon the Company by the terms of this contract, in connection with the maintenance or the operation of the said railway so used. Provided, however, that if in the opinion of the Company the legal rate of interest of the cost of such railway shall be an insufficient sum to pay for the use of such tracks, it may appeal to the Board, and the Board may fix a percentage of 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 choose, 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.

Eighth—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 owners of property in accordance with the provisions of law, and by the Public Service Commission for the Fire District of the State of New York.

Ninth—The Company shall commence construction of the extension herein authorized within six (6) months from the date upon which the consents of the property owners are obtained for such extension, or from the date of the decision of the Appellate Division of the Supreme Court that such extension ought to be constructed, and shall complete the construction of same within six (6) months from the same date, otherwise this grant shall cease and determine, and all sums which may be deposited with the Comptroller of the City, as hereinafter provided, shall be forfeited to the City; provided, that such periods may be extended by the Board for a period or periods not exceeding in the aggregate six months each; 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.

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 in the Charter of the City.

Eleventh—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 written direction of the Board within a reasonable time, the rights hereby granted shall cease and determine.

Twelfth—The rate of fare for any passenger upon such 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 said railway, or a line or branch operated in connection therewith, to any point thereof, or any connecting line or 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.

The rate for the carrying of 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, or its successors in authority, and may be fixed by such Board after notice to the Company and a hearing had thereon, and when so fixed such rates shall be binding upon the Company, its successors or assigns, and no greater sums shall be charged for such service than provided for by it.

Thirteenth—No cars shall be operated upon the railway hereby authorized, other than passenger cars, cars for the transportation of express 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; and the tracks hereby authorized shall not be used for the storage of cars.

Fourteenth—Cars on the said railway shall run at intervals of not more than thirty 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, during the first five years of this contract, 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.

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.

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.

Seventeenth—The Company, so long as it shall continue to use any of the tracks upon the streets, avenues or bridge, in or upon which said railway shall be constructed, shall cause to be watered at least three times every twenty-four hours when the temperature is above 35 degrees Fahrenheit, the entire width of the streets, avenues and bridge, except when the width of such streets, avenues or bridge shall exceed 60 feet between curb lines, in which case the Company shall cause to be watered only 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.

Eighteenth—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 the Board.

Nineteenth—The Company shall at all times keep the streets, avenues or highways and bridge upon which the said railway is constructed between its tracks, the rails of its tracks and for a distance of 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.

Twentieth—The Company shall cause to be paved that portion of the street between its tracks, the rails of its tracks and two feet in width outside of its tracks upon and along the streets, avenues and highways of the routes hereby authorized, which are now unpaved. The work of such paving shall be done under the supervision of the municipal authorities having jurisdiction in such matters, and such authorities shall designate the character of the pavement to be laid.

As long as the said railway, or any portion thereof, remains in the streets, avenues, highways, or upon the bridge, the Company shall pave and keep in permanent repair that portion of the surface of the street, avenue, highway or bridge in which said railway is constructed, between its tracks, the rails of its tracks, and for a distance of two 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. And the City shall have the right to change the material or character of the pavement of any street, avenue, highway, or upon the bridge, and in that event the Company, its successors or assigns, shall be bound to replace such pavements in the manner directed by the proper City officer, at its own expense, and the provision as to repairs herein contained shall apply to such renewed or altered pavement.

Twenty-first—Any alteration to the sewerage or drainage system, 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—Before any construction shall be commenced upon any portion of the route, written permits shall be obtained from the Presidents of the Boroughs of Manhattan and The Bronx and the Commissioners of Water Supply, Gas and Electricity, and Bridges, and the Company shall comply with any conditions which those officials may impose, as a condition upon which such permit is granted, provided such conditions are imposed for the purpose of protecting the structures over which those officials have jurisdiction.

Twenty-third—The Company agrees to comply with any and all the rules which may be made by the Commissioner of Water Supply, Gas and Electricity for the purpose of preventing the destruction of the pipes or structures in the street by electrolysis, which may be caused by the electric current used by the Company, whether such rules affect the method of the original construction of said railway or any reconstruction, maintenance or repairs upon such railway at any time during the term of this contract.

Twenty-fourth—It is agreed that the right hereby given 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, 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 a manner as directed by the President of the Borough in which said tracks are situated, or by the Commissioner of Bridges.

Twenty-fifth—Should the grades or lines of the streets in which franchises are herein granted be changed at any time during the term of this contract, the Company shall change its tracks to conform with such new grades and lines, and during the construction of any public improvement upon said streets 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 President of the Borough in which such change is made or work done.

Twenty-sixth—The Board may at any time require the Company to remove one track from the University Heights Bridge and approaches thereto, and to place the remaining track in the centre of the roadway of said bridge and operate the railway by means of single track upon said bridge and its approaches.

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, or 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 earnings 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 earnings, the total miles in operation 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, this contract may be forfeited by a suit brought by the Corporation Counsel, on notice of ten 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 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 one hundred dollars (\$100) as fixed or liquidated damages, or the Board in case such structures 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.

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 of New York the sum of three thousand five hundred dollars (\$3,500), 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, especially those which relate to the payment of the annual charges for the privilege hereby granted, the efficiency of the public service rendered, the repairs of the streets and bridge pavement, the removal of snow and ice and the quality of construction of the railway, and in case of default in the performance by the Company of such terms and conditions 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 days' notice in writing to the Company; or in case of failure to keep the said terms and conditions of this contract 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 the 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 Comptroller of the City, on complaint made, shall, in writing, notify the Company, through its President, to appear before him on a certain day not less than ten (10) days after the date of such notice, to show cause why it 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 Comptroller to be in fault, said Comptroller shall forthwith impose the prescribed penalty, or where the amount of the penalty is not prescribed herein, such amount as appears to him to be just, and without legal procedure 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 Comptroller of the City a sum sufficient to restore said security fund to the original amount of three thousand five hundred dollars (\$3,500), 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.

Thirty-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, avenues and highways in which the Company is authorized to operate.

Thirty-fourth—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-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 contract is also 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 be adopted affecting the surface railways operating in the City, not inconsistent with the terms and conditions hereinbefore fixed, shall be strictly complied with by the Company.

Sec. 4. 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.

UNION RAILWAY COMPANY OF NEW YORK CITY,

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 provision 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 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 Friday, December 18, 1908, in the CITY RECORD, and at least twice during the ten days immediately prior to December 18, 1908, 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 any 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 Friday, December 18, 1908, 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 and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

The following was offered:

Whereas, The Union Railway Company of New York City has under date of July 28, 1908, made application to this Board for the grant of the right, privilege and franchise to construct, maintain and operate a street surface railway upon and along Pelham avenue, from Third avenue to the Southern boulevard, in the Borough of The Bronx; and

Whereas, Section 92 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 to such laws, this Board adopted a resolution on October 2, 1908, fixing the date for public hearing thereon as October 30, 1908, at which citizens were entitled to appear and be heard, and publication was had for at least fourteen (14) days in the "New York Sun," and the "New York Tribune," newspapers designated by the Mayor, and in the CITY RECORD for ten 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 of 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 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 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 be hereby is authorized to execute and deliver such contract in the name and on behalf of The City of New York, as follows:

This Contract, made this day of 1908, 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 in the Borough of The Bronx, in The City of New York, upon the following route:

Beginning at and connecting with the existing double track road of the Company in Third avenue at the intersection of said avenue with Pelham avenue, and running thence easterly in, upon and along said Pelham avenue to the Southern boulevard. The said route with turnouts, switches and crossovers hereby authorized is shown upon a map entitled:

"Map showing proposed railway of the Union Railway Company in the Borough of The Bronx, City of New York, to accompany petition to the Board of Estimate and Apportionment, dated July 28, 1908."

—and signed by F. W. Whitridge, Receiver; T. F. Mullane, Chief Engineer, and Edward A. Maher, President, 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 right or 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 six months of 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 one 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 fifteen (15) 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 (20) 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 years and not later than one 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 of this original contract.

If the Company and the Board shall not reach such agreement on or before the day one year before the expiration of the original term of this contract, then the annual rate of compensation for such succeeding twenty (20) 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 months prior to the expiration of this original contract, and their report shall be filed with the Board within three 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 this original 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 this privilege the following sums of money:

(a) The sum of three thousand dollars (\$3,000) in cash within thirty (30) days after the date on which this contract is signed by the Mayor.

(b) During the first term of five years an annual sum which shall in no case be less than five hundred dollars (\$500), and which shall be equal to three (3) per cent. of its gross annual receipts, if such percentage shall exceed the sum of five hundred dollars (\$500).

During the second term of five years an annual sum which shall in no case be less than nine hundred dollars (\$900), 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 dollars (\$900).

During the third term of five years, an annual sum which shall in no case be less than one thousand dollars (\$1,000), 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 dollars (\$1,000).

The gross annual receipts mentioned above shall be that portion of the gross receipts of the Company as shall bear the same proportion to its whole gross receipts as the length of the extension hereby granted shall bear to the entire length of the line of the company in operation.

The payment of such minimum sums shall begin from the day on which this contract is signed by the Mayor.

All such sums 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.

Whenever the percentage required to be paid shall exceed the minimum amount as above, such sum over and above such minimum shall be paid to the said Comptroller on or before November 1 in each year for the year ending September 30 next preceding. The fiscal year shall end on September 30 next preceding said date of payment, and provisions of the Railroad Law as it now exists, or as it may hereafter be amended, relating to the manner of payments and statements of percentages of gross receipts of street railway companies not inconsistent with this contract, shall be strictly complied with.

The intention of this paragraph is to fix an annual charge to be paid by the Company, its successors or assigns, to The City of New York for the rights and franchises hereby granted, and it shall not be construed as providing for the payment by the Company, its successors or assigns of a percentage of gross receipts within the meaning of any general or special statute, referring particularly to chapter 340 of the Laws of 1892.

Before any rights hereby conferred are exercised by the Company, and within three (3) months from the date on which this contract is signed by the Mayor, the Company shall pay to The City of New York the sum of twenty thousand three hundred and eighty-five dollars and eight cents (\$20,385.08) and within three (3) months thereafter the further sum of thirty-one thousand seven hundred and fifty-eight dollars and eighty-seven cents (\$31,758.87); said amounts being due under the franchise of the Company granted to it by the Legislature by chapter 340 of the Laws of 1892.

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 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 by any law of the State of New York.

Fourth.—Upon the termination of this original contract, or if the same is renewed, then, at the termination of the said renewal term, or upon the termination of the rights hereby granted for any other cause, or upon the dissolution of the Company before such termination, the tracks and equipment of the Company constructed pursuant to this contract within the streets, avenues and highways 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 grant as above the City (by 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 highways shall be restored to their original condition at the sole cost and expense of the Company.

Fifth.—The annual charges or payment 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 payments 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 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 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.

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 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 statute 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.—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 same streets, avenue or highways herein above described in section 1.

The use of said railway which shall be constructed by the Company under this contract, including the tracks, wires and other equipment, or any structures in public streets and avenues owned by the Company and 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, avenues or highways herein above described in section 1, for street railway purposes, upon payment of an annual sum by such individual or corporation to the Company, which shall not exceed the legal interest on such proportion of the whole cost of the construction of such railway and structures and of the cost of keeping the tracks and track equipment in repair, as the number of cars operated by such company or individual 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 and the cost of laying and repairing of pavement and removal of snow and ice, and all the other duties imposed upon the Company by the terms of this contract, in connection with the maintenance of the operation of the said railway so used. Provided, however, that if in the opinion of the Company the legal rate of interest of the cost of such railway shall be an insufficient sum to pay for the use of such tracks, it may appeal to the Board, and the Board may fix a percentage of 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.

Eighth.—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 of the First District of the State of New York.

Ninth.—The Company shall commence construction of the railway herein authorized within six (6) months from the date upon which the consents of the property owners are obtained, or from the date upon which the decision of the Appellate Division of the Supreme Court that such railway ought to be constructed is rendered in lieu of such consents, and shall complete the construction and place the same in full operation within six months from the date of obtaining such consents or such decision, otherwise this grant 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 such periods may be extended by the Board for a period or periods not exceeding in the aggregate six months each; 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.

Tenth.—Such 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. Before any construction shall be commenced upon any portion of the route, written permits shall be obtained from the President of the Borough of The Bronx and the Commissioner of Water Supply, Gas and Electricity, and the Company shall comply with any conditions which those officials may impose as a condition upon which such permit is granted, provided such conditions are imposed for the purpose of protecting the structures over which those officials have jurisdiction.

Eleventh.—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.

Twelfth.—The rate of fare for any passenger upon such 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 said railway, or a line or branch operated in connection therewith, to any point thereof, or any connecting line or 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.

The rate for the carrying of property over the railway hereby authorized shall in all cases be reasonable in amount, subject to the control of the Board, or its successor in authority, and may be fixed by such Board after notice to the Company and a hearing had thereon, and when so fixed such rates shall be binding upon the Company, its successors or assigns, and no greater sums shall be charged for such service than provided for by it.

Thirteenth.—No car shall be operated upon the railway hereby authorized, other than passenger cars, cars for the transportation of express 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; and the tracks hereby authorized shall not be used for the storage of cars.

Fourteenth.—Cars on the said railway shall run at intervals of not more than thirty 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, during the first five years of this contract, 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.

Fifteenth—The Company shall attach to each car run over the said railway hereby authorized 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.

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.

Seventeenth—The Company, so long as it shall continue to use any of the tracks upon the streets and avenues in or upon which the said railway shall be constructed, shall cause to be watered at least three times every twenty-four hours, when the temperature is above 35 degrees Fahrenheit, the entire width of the streets and avenues, except when the width of such streets and avenues shall exceed 60 feet between curb lines, in which case the Company shall cause to be watered only 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.

Eighteenth—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 the Board.

Nineteenth—The Company shall at all times keep the streets, avenues and highways upon which the said railway is constructed, between its tracks, the rails of its tracks and for a distance of 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.

Twentieth—The Company shall cause to be paved that portion of the street between its tracks, the rails of its tracks and two feet in width outside of its tracks upon and along the streets, avenues and highways of the routes hereby authorized, which are now unpaved. The work of such paving shall be done under the supervision of the municipal authorities having jurisdiction in such matters. Such authorities shall designate the character of the pavement to be laid.

Twenty-first—As long as the said railway, or any portion thereof, remains in the streets, avenues or highways, the Company shall have and keep in permanent repair that portion of the surface of the street, avenue or highway in which said railway is constructed, between its tracks, the rails of its tracks, and for a distance of two 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. And the City shall have the right to change the material or character of the pavement of any street, avenue or highway, and in that event the Company shall be bound to replace such pavement in the manner directed by the proper City officer, at its own expense, and the provision as to repairs herein contained shall apply to such renewed or altered pavement.

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 work in the streets, 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 a manner as directed by the President of the Borough of The Bronx.

Twenty-third—Any alteration to the sewerage or drainage system, 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-fourth—The Company agrees to comply with any and all the rules which may be made by the Commissioner of Water Supply, Gas and Electricity for the purpose of preventing the destruction of the pipes or structures in the street by electrolysis, which may be caused by the electric current used by the Company, whether such rules affect the method of the original construction of said railway or any reconstruction, maintenance or repairs upon such railway at any time during the term of this contract.

Twenty-fifth—Should the grades or lines of the streets in which franchises are herein granted be changed at any time during the term of this contract, the Company shall, at its own expense, change its tracks to conform with such new grades and lines, and during the construction of any public improvement upon said street the Company shall take care of and protect the track at its own expense, all to be done subject to the direction of the President of the Borough of The Bronx.

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, or 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 earnings from all sources, 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 earnings, total miles in operation 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, this contract may be forfeited by a suit brought by the Corporation Counsel, on notice of ten 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 structure 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 one hundred dollars (\$100)

as fixed or liquidated damages, or the Board, in case such structures 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 three thousand five hundred dollars (\$3,500), 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, especially those which relate to the payment of the annual charges for the privilege hereby granted, the efficiency of the public service rendered, the repairs of the street pavement, the removal of snow and ice and the quality of construction of the railway, and in case of default in the performance by the Company of such terms and conditions 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 days' notice in writing to the Company; or in case of failure to keep the said terms and conditions of this contract 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 the 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 Comptroller of the City, on complaint made, shall, in writing, notify the Company, through its President, to appear before him on a certain day not less than ten (10) days after the date of such notice, to show cause why it 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 Comptroller to be in fault, said Comptroller shall forthwith impose the prescribed penalty, or where the amount of the penalty is not prescribed herein, such amount as appears to him to be just, and without legal procedure withdraw the amount of such penalty from the security fund deposited with him. In case of any default made upon the security fund the Company shall upon ten (10) days' notice in writing, pay to the Comptroller of the City a sum sufficient to restore said security fund to the original amount of three thousand five hundred dollars (\$3,500), 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.

Thirty-second—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, avenues and highways in which the Company is authorized to operate.

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—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 contract is also 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 be adopted affecting the surface railways operating in the City, not inconsistent with the terms and conditions hereinbefore fixed, shall be strictly complied with by the Company.

Sec. 4. 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, thereto 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, thereto 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 CITY.

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 provision 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 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 Friday, December 18, 1908, in the CITY RECORD, and at least twice during the ten days immediately prior to December 18, 1908, 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 any 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 Friday, December 18, 1908, 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 and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

Staten Island Rapid Transit Railway Company.

The Secretary presented the following:

THE STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY,
OFFICE OF THE SECRETARY, NO. 17 STATE STREET.
NEW YORK, October 27, 1908.

Board of Estimate and Apportionment, Bureau of Franchises, New York City, N. Y.

DEAR SIRS—The Staten Island Rapid Transit Railway Company hereby makes application to your Honorable Board for a refund of \$500, the amount of bond deposited with the Comptroller of The City of New York for permit granted the above named company September 25, 1906, pursuant to a resolution adopted by the Board of Estimate and Apportionment on September 14, 1906, granting consent to the Staten Island Rapid Transit Railway Company to construct, maintain and operate a railroad track, at grade, over and across Western avenue, in the Borough of Richmond, just southerly of the existing overhead bridge of the Railway Company at Western avenue. This deposit is covered by Comptroller's receipt No. 380, dated September 25, 1906.

I hereby notify you that the use of the said track by the above named Company was discontinued, and the rails removed from the said Western avenue, and the street put in its proper condition on or before September 19, 1908.

Yours very truly,

S. P. KRETZER, Secretary.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
NEW YORK, November 12, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment.

SIR—Under date of October 27, 1908, the Staten Island Rapid Transit Railway Company has applied to the Board of Estimate and Apportionment for a refund of the security deposit of five hundred dollars deposited with the Comptroller in accordance with the terms and conditions of a resolution adopted by the Board on September 14, 1906, and approved by the Mayor on September 19, 1906, granting consent to the petitioner to construct, maintain and operate a railroad track at grade across Western avenue, in the Borough of Richmond, immediately south of the overhead bridge of the company at Western avenue. The petitioner states that it has discontinued the use of the track, that the rails have been removed from Western avenue and that the street was restored to a proper condition on or before September 19, 1908.

In reply to a communication the Comptroller states that the annual charge for the maintenance of this track has been fully paid, and the President of the Borough of Richmond states that Western avenue has been restored to its original condition and to the satisfaction of the Borough authorities. As all the terms of the consent have been complied with, and as section 1 of the consent provided for its termination on September 19, 1908, there seems no reason why the security deposit of \$500 should not be returned, and such action is recommended, resolution to that effect being herewith submitted.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

BOARD OF ESTIMATE AND APPORTIONMENT,
DIVISION OF FRANCHISES, ROOM 801, NO. 277 BROADWAY.
November 11, 1908.

Mr. NELSON P. LEWIS, Chief Engineer.

SIR—The Staten Island Rapid Transit Railway Company has presented an application, dated October 27, 1908, to the Board of Estimate and Apportionment for a refund of the security deposit of five hundred dollars (\$500), deposited with the Comptroller of The City of New York in accordance with the terms and conditions of a resolution adopted by the Board of Estimate and Apportionment on September 14, 1906, and approved by the Mayor September 19, 1906, granting consent to the petitioner to construct, maintain and operate a railroad track at grade across Western avenue, in the Borough of Richmond, immediately south of the existing overhead bridge of the company at Western avenue. The petition recites that use of the track was discontinued and the rails removed from Western avenue and the street restored to a proper condition on or before September 19, 1908.

In reply to communications addressed to the Comptroller and to the President of the Borough of Richmond, requesting the said officials to respectively certify to the Board that the annual charge for the privilege has been paid to the date of the removal of the tracks and that the pavement of Western avenue has been restored to its original condition to the satisfaction of the Borough President, I am now informed that the annual charge has been fully paid and that the pavement of Western avenue has been properly restored.

As it was provided in section 1 of the consent that the same should expire by limitation on September 19, 1908, and as all the terms and conditions of the consent have been complied with, there appears to be no reason why the security deposit of five hundred dollars (\$500) should not be returned.

I submit herewith a resolution for adoption, authorizing the refund of the security deposit by the Comptroller.

Respectfully,

HARRY P. NICHOLS, Engineer in Charge.

The following was offered:

Whereas A resolution was adopted by the Board of Estimate and Apportionment on September 14, 1906, and approved by the Mayor on September 19, 1906, granting consent to the Staten Island Rapid Transit Railway Company to construct, maintain and operate a railroad track at grade across Western avenue, in the Borough of Richmond, immediately south of the existing overhead bridge of the company at Western avenue; and

Whereas, Section 1 of said consent provided that the same should expire by limitation on September 19, 1908; and

Whereas, Section 16 of said consent provided that the grantees should deposit with the Comptroller of The City of New York the sum of five hundred dollars (\$500) as security for the faithful performance of the terms and conditions of the consent; and

Whereas, The Staten Island Rapid Transit Railway Company has presented a petition, dated October 27, 1908, to the Board of Estimate and Apportionment, stating that use of the tracks has been discontinued and the street restored to a proper condition on or before September 19, 1908, and requesting the refund of the security deposit of five hundred dollars (\$500); now therefore be it

Resolved, That the Comptroller be and he hereby is authorized to refund to the Staten Island Rapid Transit Railway Company the security deposit of five hundred dollars (\$500), deposited with him in accordance with the terms and conditions of the aforesaid consent.

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 Richmond—16.

Nassau Electric Railroad Company.

A communication was received from a committee of taxpayers of Brownsville and vicinity, appointed in public meeting, requesting information as to the cause of the delay in granting the franchise applied for by the Nassau Electric Railroad Com-

pany to construct, maintain and operate a street surface railway as an extension to its existing system, on Livonia avenue, from Vesota avenue to New Lots road, Borough of Brooklyn.

Which was referred to the Select Committee, consisting of the Comptroller, the President of the Board of Aldermen and the President of the Borough of Brooklyn, to which Committee said application was referred at the meeting of November 23, 1906, to determine whether or not the franchise should be granted.

Bristol-Myers Company.

The Secretary presented the following:

NEW YORK CITY, October 3, 1908.

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

SIRS—The undersigned, Bristol-Myers Company, a corporation duly organized and existing under the laws of the State of New York, hereby petitions your Honorable Board for permission to construct, maintain and operate a tunnel, pipe lines and conduit across Clifton place, between Grand avenue and Classon avenue, Borough of Brooklyn, County of Kings and City of New York, as indicated on the accompanying plan, for the purpose of carrying steam pipes and electric conduits, and to be used as a passageway for employees and for transferring goods.

Your petitioner states that heretofore it presented its petition to your Honorable Board under date of June 30, 1908, praying for the permission to construct such a tunnel at a point distant about four hundred and eighty-four (484) feet east of the easterly line of Grand avenue, and with a width of five (5) feet and eight (8) inches, which said petition was duly granted by your Honorable Board, as appears by the resolution adopted by your Board on the 18th day of September, 1908, and thereafter duly approved by the Mayor September 22, 1908.

Your petitioner states that, owing to the increase in your petitioner's business and to certain other unforeseen circumstances, it is desirous to change the location of the said proposed tunnel from a point four hundred and eighty-four (484) feet east of the easterly line of Grand avenue to a point five hundred and six (506) feet east of the easterly line of Grand avenue, and also to change the width of said proposed tunnel from five (5) feet and eight (8) inches to six (6) feet and eight (8) inches, as appears by the annexed plan.

The tunnel as now proposed is to connect the two pieces of property owned in fee by the undersigned petitioner, one on the north side of said Clifton place and the other opposite on the south side of Clifton place. The property on the north side of Clifton place belonging to the undersigned petitioner is a plot commencing four hundred and fifty (450) feet easterly from the northeasterly corner of Grand avenue and Clifton place, and running easterly one hundred and seventeen (117) feet and eleven (11) inches, and is one hundred (100) feet in depth, and the piece of property belonging to the undersigned petitioner on the south side of Clifton place is a plot commencing four hundred and seventy-five (475) feet eastwardly from the southeasterly corner of Grand avenue and Clifton place, and running easterly fifty (50) feet, and is two hundred (200) feet in depth. The business conducted by the petitioner on said properties is the manufacture of pharmaceutical goods. The said steam pipes and electric conduits are for the sole use of the petitioner in connection with said premises.

The plan as now proposed provides for a concrete tunnel six (6) feet and eight (8) inches in width, running from the south side of Clifton place to the north side of Clifton place, and joining the said two properties belonging to the petitioner; said tunnel to have a height of six (6) feet and six (6) inches, and is to be located two (2) feet and eight (8) inches beneath the street level at the curb line on the south side of said Clifton place, and four (4) feet and six (6) inches beneath the street level at the curb line on the north side of said street, and is to be so located that it will pass over the sewers located in said Clifton place and beneath the water main located in said Clifton place, as shown on the accompanying plan.

Your petitioner, for the reasons above mentioned, hereby requests your Honorable Board to amend the resolution heretofore adopted by it on the 18th day of September, 1908, so that permission will be granted to construct said tunnel between said two properties at a point five hundred and six (506) feet eastwardly from the easterly line of Grand avenue instead of at a point commencing four hundred and eighty-four (484) feet from said easterly line of Grand avenue, and that said tunnel may be constructed of a width six (6) feet and eight (8) inches instead of five (5) feet and eight (8) inches, as specified in said resolution; or, in case it is not expedient to amend said resolution, that a new resolution be adopted by your Honorable Board granting your petitioner the right to construct said tunnel at the location and of the width as shown on the accompanying plans.

And your petitioner will ever pray.

BRISTOL-MYERS COMPANY,

By WILLIAM M. BRISTOL, President.

REPORT NO. F-122.

BOARD OF ESTIMATE AND APPORTIONMENT,
OFFICE OF THE CHIEF ENGINEER,
November 10, 1908.

Hon. GEORGE B. McCLELLAN, Mayor, Chairman of the Board of Estimate and Apportionment:

SIR—The Board of Estimate and Apportionment at its meeting held on September 18 last adopted a resolution granting permission to the Bristol-Myers Company to construct and maintain a tunnel for the passage of employees and for transferring merchandise, and to contain steam pipes and electric conduits, under Clifton place, between Grand and Classon avenues, in the Borough of Brooklyn, connecting buildings on opposite sides of the said street belonging to the Bristol-Myers Company. The resolution of the Board was approved by the Mayor on September 22, 1908.

Under date of October 3, 1908, the company has presented an application for an amendment of the resolution of September 18 last so that the proposed tunnel may be constructed for a length of 506 feet instead of 484 feet as previously agreed, and that the resolution provide for a width of 6 feet 8 inches instead of 5 feet 8 inches. The company states in its application that the changes asked for are necessitated by an increased business and other unforeseen circumstances.

Copies of the application and plan have been furnished the President of the Borough of Brooklyn and the Commissioner of Water Supply, and these Departments have signified their approval of the plans presented by the company, and there seems no reason why the tunnel should not be constructed at the increased length and width requested by the petitioner.

A form of resolution is herewith presented for adoption granting the application and extending the time within which the work is to be completed from March 22, 1909, to September 22, 1909. It is also deemed proper, in accordance with the procedure in similar cases, to provide for a payment of twenty-five dollars by the petitioner to cover the cost of investigation and action on the proposed amendment.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

BOARD OF ESTIMATE AND APPORTIONMENT,
DIVISION OF FRANCHISES, ROOM 801, NO. 277 BROADWAY.
November 10, 1908.

Mr. NELSON P. LEWIS, Chief Engineer:

SIR—The Bristol-Myers Company has presented an application dated October 3, 1908, to the Board of Estimate and Apportionment, requesting that the resolution adopted by the Board on September 18, 1908, and approved by the Mayor, September 22, 1908, granting permission to the applicant Company to construct, maintain and use a tunnel as a passageway for employees and for transferring merchandise, and to contain steam pipes and electric conduits, under and across Clifton place, between Grand and Classon avenues, in the Borough of Brooklyn, and connecting the buildings of the Company on opposite sides of Clifton place, be amended so that the tunnel may be constructed 506 feet, instead of 484 feet, east of the easterly line of Grand avenue, and also requesting that the aforesaid resolution be amended so as to provide for a tunnel 6 feet 8 inches, instead of 5 feet 8 inches in width, outside dimensions.

The petition recites that the proposed change in location and size of the tunnel is necessitated by an increase in the petitioner's business and other unforeseen circumstances.

Copies of the application and 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 the project be examined by the respective Bureaus having jurisdiction, with a view to ascertaining if there were any objections to the proposed amendments or any special conditions which should be incorporated in the form of consent heretofore used in similar cases.

In reply, the President of the Borough of Brooklyn transmits in part a report from the Bureau of Sewers, objecting to the project as shown, on the ground that it would interfere with the sewers in the street, and the Commissioner of Water Supply, Gas and Electricity advises me that, in his opinion, sufficient space has not been provided for the future installation of a larger water main, if found necessary.

The petitioner was informed of these objections and advised to consult with the Engineers of the Departments, with a view to amending the plans to conform with their desires, with the result that the Bristol-Myers Company has now submitted a satisfactory plan of the proposed tunnel, bearing thereon the written approval of the Chief Engineer of the Bureau of Sewers and of the Acting Engineer of the Department of Water Supply, Gas and Electricity.

There appears to be no reason why the proposed tunnel should not be constructed at the location and of the size now proposed, so as to provide that the tunnel shall be 6 feet 8 inches in width, outside dimensions, instead of 5 feet 8 inches in width, and that it shall be constructed 506 feet, instead of 484 feet, east of the easterly line of Grand avenue. The increased width of the tunnel will not bring the annual charge above \$100, as fixed in the resolution adopted September 18, 1908, the minimum charge for such privileges. The original consent provided for the completion of the proposed tunnel by March 22, 1909, but as no work has yet been done, pending action by the Board on this petition for amendment, and as the winter season is now at hand, I therefore suggest that the time allowed for completion be extended to September 22, 1909.

In accordance with the procedure in similar cases, I deem it proper to provide for a payment of twenty-five dollars (\$25) by the petitioner to cover the cost of investigation and action on the proposed amendment.

I submit herewith a form of resolution in accordance with the above recommendations.

Respectfully,

HARRY P. NICHOLS, Engineer in Charge

The following was offered:

Whereas, By resolution adopted by the Board of Estimate and Apportionment September 18, 1908, and approved by the Mayor September 22, 1908, the Bristol-Myers Company was granted permission to construct, maintain and use a tunnel under and across Clifton place, between Grand avenue and Classon avenue, in the Borough of Brooklyn, to connect the buildings of the company on opposite sides of Clifton place, to be used to contain steam pipes and electric conduits, and as a passageway for employees and for transferring goods between the said buildings; and

Whereas, The aforesaid consent provided that the width of the tunnel should be 5 feet 8 inches, outside dimensions, and that the tunnel should be constructed at a point 484 feet east of the easterly line of Grand avenue in accordance with the plans filed by the grantee; and

Whereas, The Bristol-Myers Company in a petition dated October 3, 1908, states that owing to an increase in the petitioner's business and to certain other unforeseen circumstances, it is desirous to alter the width of the tunnel to 6 feet 8 inches, outside dimensions, and to change the location of the tunnel to a point 506 feet east of the easterly line of Grand avenue, as shown on the plan accompanying the petition; now, therefore, be it

Resolved, That the resolution adopted by the Board of Estimate and Apportionment September 18, 1908, and approved by the Mayor September 22, 1908, be amended so as to provide for the construction of the tunnel 506 feet east of the easterly line of Grand avenue, instead of 484 feet east of the easterly line of said avenue; and be it further

Resolved, That said resolution be further amended by the substitution for the plan accompanying the application, of a new plan submitted by the grantee, and entitled:

"Plan showing location of proposed tunnel to be constructed in Clifton place, Borough of Brooklyn, for Bristol-Myers Company, accompanying application to the Board of Estimate and Apportionment, City of New York, October 3, 1908."

—and signed Bristol-Myers Company, by William M. Bristol, President; and be it further

Resolved, That paragraph twelfth of the consent be and it is hereby amended by striking therefrom the words "six months," and inserting in lieu thereof the words "one year"; and be it further

Resolved, That this consent shall not become operative until the said grantee shall pay to the Comptroller of The City of New York the sum of twenty-five dollars (\$25), to cover the costs of the investigation and consideration of this amendment, and until the grantee shall duly execute an instrument in writing, wherein said grantee shall promise, covenant and agree on his part to conform to, abide by and perform all the terms, conditions and requirements in the original consent fixed and contained, except as herein and hereby expressly modified, and file the same with the Board of Estimate and Apportionment of The City of New York within thirty (30) days after the approval of this consent by the Mayor.

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 Richmond—16.

The following matter, not on the calendar for this day, was considered by unanimous consent:

New York City Interborough Railway Company.

The Comptroller presented a petition from the New York City Interborough Railway Company for an extension of time until December 27, 1909, in which to complete twenty-four (24) miles of double-track railway, as required by the ordinance adopted March 16, 1903, granting a franchise to said Company.

Which was referred to the Chief Engineer.

The full minutes of the meeting of this day will appear in the CITY RECORD at a later date.

JOSEPH HAAG, Secretary.

BOARD OF HEALTH.

New York, October 14, 1908.

The Board met pursuant to adjournment.

Present—Commissioners Thomas Darlington, M. D., President; Alvah H. Doty, M. D., Health Officer of the Port; Wm. F. Baker, First Deputy Police Commissioner, for the Police Commissioner.

The minutes of the last meeting were read and approved.

The Finance Committee presented the following bills, which were approved and ordered forwarded to the Comptroller for payment:

General Administration.	
Edward Riley's	\$82 50
John J. Reilly	21 25
Baker Motor Vehicle Company of New York	35 00
Victor Auto Storage Company	18 00
A. G. Southworth Company	2 00
John G. Jager Company	8 65
Gray National Telaotograph Company	8 33
Henry D. Clark & Son	5 40
Henry Romeike	13 74
The Western Union Telegraph Company	59 43
James McC. Miller, Chief Clerk	21 00
Arthur Benson	125 00
Boldtmann Brothers	5 95
The Kny-Scheerer Company	6 70
The Hospital Supply Company	22 00
Bausch & Lomb Optical Company	15 00
Lehn & Fink	12 50
The Roessler & Hasslacher Chemical Company	14 13
The American Distributing Company	136 24
James A. Webb & Son, branch	23 00
American Ice Company	8 25
T. H. McAllister Company	9 75
Lehn & Fink	6 60
McKesson & Robbins	3 00
New York Soap Works	44 08
E. B. Estes & Sons	6 86
American Ice Company	15 56
James T. Dougherty	9 00
Merck & Co.	2 68
O. T. Louis Company	2 50
New York Bottling Company	6 00
James T. Dougherty	5 00
New York Bottling Company	2 78
Eidt & Weyand	100 00
Lehn & Fink	209 06
Burton & Davis Company	493 00
L. R. Wallace	267 45
United States Frame and Picture Company	182 50
A. A. Knox & Co.	50 00
The C. H. Koster Company	439 07
James McC. Miller, Chief Clerk	33 45
George L. Ehrmann	

BOROUGH OF MANHATTAN.

Baker Motor Vehicle Company of New York	\$35 00
The Tabulating Machine Company	30 00
C. J. Roskoph	20 00
The Vienna Window Cleaning Company	70 00
Edward Riley's	55 00
John J. Reilly	23 15
Boldtmann Brothers	3 00
Thos. Buckley	6 50
Broadway Auto Accessory Company	8 25
Baker Motor Vehicle Company of New York	174 75
Estate of John Bickmann	52 00
John G. Jager Company	7 00
Koller & Smith	84 00
Remington Typewriter Company	180 00
The Oliver Typewriter Company	5 00
Consolidated Trading Company	2 14
Hammacher, Schlemmer & Co.	2 70
William Gleichmann & Co.	3 50
The Tribune Association	1 00
Luther Tucker & Son	2 00
The Republic Metalware Company	67 80
Henry R. Worthington	9 40
Francis H. Leggett & Co.	84 87
Aaron Buchbaum Company	131 73
Burton & Davis Company	162 31
The Manhattan Supply Company	3 25
John Morgan	110 25
Library Bureau	35 00
American Ice Company	23 35
William Gleichmann & Co.	253 19
James T. Dougherty	1,927 50
Syndicate Trading Company	5 33
Sheffield Farms, Slawson-Decker Company	5 27
Richard Webber	19 30
John Wanamaker	3 28
Ernst Leitz	37 25
New York Bottling Company	7 00
The Harral Soap Company	5 04
International Instrument Company	24 75
Eimer & Amend	18 35
Eidt & Weyand	41 00
The Emil Greiner Company	102 50
M. E. Golde & Sons	3 90
Bausch & Lomb Optical Company	6 40
Berkfeld Filter Company	75 00
Dr. C. Clark	6 25
James T. Dougherty	385 68
Eimer & Amend	85 25
The Kny-Scheerer Company	31 65
New York Telephone Company	812 90
I. S. Remson Manufacturing Company	550 00
J. F. Gylsen	49 84
Paul B. Hoeber	24 55
The Kny-Scheerer Company	75 80
William Kraft	65
Jesse D. Frost, Agent and Warden	514 00
Frank D. Cole, Agent and Warden	10 02
G. C. McKesson	6 56

BOROUGH OF THE BRONX.

Frederick Sprenger, Acting Superintendent, Otisville Sanatorium	\$500 00
H. & P. Nymhins	26 25
The Bronx House and Window Cleaning Company	14 00
J. H. C. Johansmeyer	4 00
Edw. B. Tiechman	25 00
Woodstock Boarding Stable	25 00
Frank B. Hill	51 30
Clarke & Baker Company	32 00
Wm. Byrnes	17 80
J. B. Crook & Co.	3 75
Jesse D. Frost	6 85
I. S. Remson Manufacturing Company	2 00
American Ice Company	46 58
Eidt & Weyand	129 30
Eidt & Weyand	40 32
James McC. Miller	10 05
B. Altman & Co.	41 59
Geo. T. Bestle	10 50
A. P. W. Paper Company	36 00
Manhattan Supply Company	13 00

Sperry & Popkin Coal Company	1,422 90
Francis H. Leggett & Co.	249 01
Sheffield Farms-Sawson-Decker Company	2,139 30
Aaron Buchsbaum Company	1,487 52
Endt & Weyand	37 96
Harry Balfe	270 45
New York Telephone Company	182 94
Harry Allan Jacobs and Max G. Heidelberg	300 00

BOROUGH OF BROOKLYN.

Hall Stables	\$25 00
Thomas Glackin	25 00
Jos. B. Friedlander	1 25
Flatbush Boarding and Livery Stables	25 00
The L. S. Remson Manufacturing Company	119 50
American Ice Company	17 13
Franklin Automobile Company	13 51
James McC. Miller	5 20
The Police Commissioner of The City of New York	2 00
D. P. Winne Company	3 12
The Laguna Manufacturing Company	40 27
Jenkins Bros.	45 48
Johnson & Johnson	22 00
J. F. Gylsen	9 60
Geo. W. Benham	6 75
Bacon Coal Company	2,530 62
B. Altman & Co.	5 75
J. A. Rosenbaum & Co.	4 81
Western Union Telegraph Company	15 24
Chas. Schaefer	226 33
Francis H. Leggett & Co.	105 96
Conroy Bros. Company	173 85
The Brooklyn Eastern District Dispensary and Hospital	100 00
Abraham & Straus	17 55
The New York and New Jersey Telephone Company	738 36

BOROUGH OF QUEENS.

The Frank Miller Company	\$9 40
Miller & Deckinger	1 19
J. T. Adikes	105 37
American Ice Company	4 55
The New York and New Jersey Telephone Company	255 07

BOROUGH OF RICHMOND.

Gilbert B. Hall	\$3 00
Frank Weber	7 00
The New York and New Jersey Telephone Company	70 44
Fred Wigren	2 80
Frank Weber	9 00

Communication from the Assistant Corporation Counsel, recommending the discontinuance of the suits named in his report.

On motion, it was

Resolved, That the Corporation Counsel be and is hereby requested to discontinue without costs the actions against the following named persons for violations of the Sanitary Code and of the health laws, the Inspector having reported the orders therein complied with, or the nuisance complained of abated, a permit having been granted or violations removed, or the orders rescinded in writing:

BOROUGH OF RICHMOND.

Names	No.
Cohen, Jacob	943
Barnes, Ann	1182
Holsman, Daniel	1271
Weddecomb, John	1308
Edelle, Theresa	1446
Sullivan, Patrick	1311
Pierson, Charles A.	1452
Tardogno, Angelo	1459
Johnson, Henry	1417
Comunski, Antonia	1533
Anderson, George	1489
Leibadzinski, Valentine	1494
McDermott, William	1535
McDermott, William	1536
McDermott, William	1537
McDermott, William	1538

Sanitary Bureau.

The following communications were received from the Sanitary Superintendent:

First—Weekly reports of the Sanitary Superintendent. Ordered on file.

Second—Weekly reports from the Willard Parker, Reception, Riverside and Kingston Avenue Hospitals. Ordered on file.

Third—Certificates in respect to the vacating of premises at No. 265 Third avenue, Borough of Manhattan; No. 50 Court street, No. 2103 Flatbush avenue, No. 384 Greene avenue, No. 205 Greenpoint avenue, No. 468 Marcy avenue, No. 330 Utica avenue, and rear of No. 291 Wallabout street, Borough of Brooklyn.

On motion, the following preamble and resolutions were adopted:

Whereas, The Sanitary Superintendent has certified to this Board that the building situated upon lot No. 265 Third avenue, in the Borough of Manhattan, has become dangerous to life by reason of want of repair, and is unfit for human habitation because of defects in the plumbing thereof, and because of the existence of a nuisance on the premises which is likely to cause sickness among its occupants.

Ordered, That all persons in said building situated on lot No. 265 Third avenue, in the Borough of Manhattan, be required to vacate said building on or before October 20, 1908, for the reason that said building is dangerous to life by reason of want of repair, and is unfit for human habitation because of defects in the plumbing thereof, and because of the existence of a nuisance on the premises likely to cause sickness among its occupants.

And further, that this order be affixed conspicuously on the front of and in said building and be served as the law requires, under the direction of the Sanitary Superintendent.

Whereas, The Sanitary Superintendent has certified to this Board that the building situated upon lot No. 50 Court street, in the Borough of Brooklyn, has become dangerous to life and is unfit for human habitation because of the existence of a nuisance on the premises which is likely to cause sickness among its occupants.

Ordered, That all persons in said building situated on lot No. 50 Court street, in the Borough of Brooklyn, be required to vacate said building on or before October 20, 1908, for the reason that said building is dangerous to life and is unfit for human habitation because of the existence of a nuisance on the premises likely to cause sickness among its occupants.

And further, that this order be affixed conspicuously on the front of and in said building and be served as the law requires, under the direction of the Sanitary Superintendent.

Whereas, The Sanitary Superintendent has certified to this Board that the building situated upon lot No. 2103 Flatbush avenue, in the Borough of Brooklyn, has become dangerous to life by reason of want of repair, and is unfit for human habitation because of defects in the drainage thereof, and because of the existence of a nuisance on the premises which is likely to cause sickness among its occupants.

Ordered, That all persons in said building situated on lot No. 2103 Flatbush avenue, in the Borough of Brooklyn, be required to vacate said building on or before October 20, 1908, for the reason that said building is dangerous to life by reason of want of repair, and is unfit for human habitation because of defects in the drainage thereof, and because of the existence of a nuisance on the premises likely to cause sickness among its occupants.

And further, that this order be affixed conspicuously on the front of and in said building and be served as the law requires, under the direction of the Sanitary Superintendent.

Whereas, The Sanitary Superintendent has certified to this Board that the building situated upon lot No. 384 Greene avenue, in the Borough of Brooklyn, has become dangerous to life and is unfit for human habitation because of defects in the plumbing thereof, and because of the existence of a nuisance on the premises which is likely to cause sickness among its occupants.

Ordered, That all persons in said building situated on lot No. 384 Greene avenue, in the Borough of Brooklyn, be required to vacate said building on or before October 20, 1908, for the reason that said building is dangerous to life and is unfit for human habitation because of defects in the plumbing thereof, and because of the existence of a nuisance on the premises likely to cause sickness among its occupants.

And further, that this order be affixed conspicuously on the front of and in said building and be served as the law requires, under the direction of the Sanitary Superintendent.

Whereas, The Sanitary Superintendent has certified to this Board that the building situated upon lot No. 205 Greenpoint avenue, in the Borough of Brooklyn, has become dangerous to life by reason of want of repair, and is unfit for human habitation because of defects in the drainage thereof, and because of the existence of a nuisance on the premises which is likely to cause sickness among its occupants.

Ordered, That all persons in said building situated on lot No. 205 Greenpoint avenue, in the Borough of Brooklyn, be required to vacate said building on or before October 20, 1908, for the reason that said building is dangerous to life by reason of want of repair, and is unfit for human habitation because of defects in the drainage thereof, and because of the existence of a nuisance on the premises likely to cause sickness among its occupants.

And further, that this order be affixed conspicuously on the front of and in said building and be served as the law requires, under the direction of the Sanitary Superintendent.

Whereas, The Sanitary Superintendent has certified to this Board that the building situated upon lot No. 468 Marcy avenue, in the Borough of Brooklyn, has become dangerous to life and is unfit for human habitation because of defects in the plumbing thereof, and because of the existence of a nuisance on the premises which is likely to cause sickness among its occupants.

Ordered, That all persons in said building situated on lot No. 468 Marcy avenue, in the Borough of Brooklyn, be required to vacate said building on or before October 20, 1908, for the reason that said building is dangerous to life and is unfit for human habitation because of defects in the plumbing thereof, and because of the existence of a nuisance on the premises likely to cause sickness among its occupants.

And further, that this order be affixed conspicuously on the front of and in said building and be served as the law requires, under the direction of the Sanitary Superintendent.

Whereas, The Sanitary Superintendent has certified to this Board that the building situated upon lot No. 330 Utica avenue, in the Borough of Brooklyn, has become dangerous to life and is unfit for human habitation because of the existence of a nuisance on the premises which is likely to cause sickness among its occupants.

Ordered, That all persons in said building situated on lot No. 330 Utica avenue, in the Borough of Brooklyn, be required to vacate said building on or before October 20, 1908, for the reason that said building is dangerous to life and is unfit for human habitation because of the existence of a nuisance on the premises likely to cause sickness among its occupants.

And further, that this order be affixed conspicuously on the front of and in said building and be served as the law requires, under the direction of the Sanitary Superintendent.

Fourth—Report on compliance with certain orders to vacate premises, etc.

On motion, it was

Resolved, That the following orders be and are hereby rescinded, for the reason that the causes for the same have been removed:

BOROUGH OF MANHATTAN.

No. 9251.	Nos. 154 and 156 Baxter street, Nos. 165 to 171 Grand street and No. 224 Centre street.
8598.	Nos. 127 and 129 Delancey street.
9534.	Nos. 15 and 15 Lispenard street.
9122.	No. 8 Wooster street.
10327.	No. 39 Bowery.
9800.	No. 176 Stanton street.

BOROUGH OF THE BRONX.

2106.	No. 1350 Castle Hill avenue.
2180.	No. 1352 Castle Hill avenue.

BOROUGH OF QUEENS.

2598.	North side Boulevard, between Vernon and Gaston avenues.
2599.	North side Boulevard, between Vernon and Gaston avenues.

Fifth—Certificates declaring premises at No. 301 East Third street, Borough of Manhattan; west side of Edison avenue, 110 feet east of Bowling Green, Borough of The Bronx; No. 272 Belmont avenue (rear), No. 9 Filmore place, No. 17 Flint street, No. 1235 Flushing avenue, No. 2701 Fulton street (front), No. 471 Glenmore avenue, rear of northwest corner of Lott and Butler streets, No. 579 Park avenue, Nos. 314 to 318 Rutledge street, rear of No. 218 Stone avenue, and rear of No. 231 North Tenth street, Borough of Brooklyn, public nuisances.

On motion, the following orders were entered:

Whereas, The premises No. 301 East Third street, Borough of Manhattan, in The City of New York, and the business pursuit specified in this case, being in the opinion of the Board in a condition and in effect dangerous to life and health and a public nuisance, and the Board having taken and filed among its records the reports of the Sanitary Superintendent and the Inspectors relating thereto, and what it regards as sufficient proof to authorize its declaration that the premises and business pursuit in this case are in condition and effect dangerous to life and health and a public nuisance, the Board hereby enters in its records the said premises as a nuisance and declares the same to be a public nuisance, dangerous to life and health, and in respect thereto orders, viz:

That the use of the barbershop in its present condition be discontinued.

Whereas, The premises west side of Edison avenue, 110 feet east of Bowling Green, Borough of The Bronx, in The City of New York, and the business pursuit specified in this case, being in the opinion of the Board in a condition and in effect dangerous to life and health and a public nuisance, and the Board having taken and filed among its records the reports of the Sanitary Superintendent and the Inspectors relating thereto, and what it regards as sufficient proof to authorize its declaration that the premises and business pursuit in this case are in condition and effect dangerous to life and health and a public nuisance, the Board hereby enters in its records

the said premises as a nuisance, and declares the same to be a public nuisance, dangerous to life and health, and in respect thereto orders, viz.:

That the use of said premises in its present condition as a stable be discontinued; that the said premises be cleaned; that the filth saturated soil be removed and replaced with fresh earth, and the surface so graded that all surface water shall be freely discharged therefrom; that the ground space covered by manure be cleaned and disinfected, and all manure removed therefrom; that hereafter all manure be kept inside the stable and removed from the premises daily, unless pressed in bales, barrels or boxes, so as to reduce it to not more than one-third the original bulk; that all offensive earth be removed from beneath the stable floor and the ground space cleaned, disinfected, cemented and so graded and drained as to discharge all surface water and liquid matter into a proper cesspool, by and through a properly trapped, extra heavy iron drain; that the floors of the horse stalls be provided with a valley drain, properly trapped and connected with the cesspool connected drain.

Whereas, The premises No. 272 Belmont avenue, rear, Borough of Brooklyn, in The City of New York, and the business pursuit specified in this case, being in the opinion of the Board in a condition and in effect dangerous to life and health and a public nuisance, and the Board having taken and filed among its records the reports of the Sanitary Superintendent and the Inspectors relating thereto, and what it regards as sufficient proof to authorize its declaration that the premises and business pursuit in this case are in condition and effect dangerous to life and health and a public nuisance, the Board hereby enters in its records the said premises as a nuisance and declares the same to be a public nuisance, dangerous to life and health, and in respect thereto orders, viz.:

That the use of said premises in its present condition as a stable be discontinued; that the said premises be cleaned; that the filth saturated soil be removed and replaced with fresh earth, and the surface so graded that all surface water shall be freely discharged therefrom; that the floor of the stable be made watertight; that the horse stalls be provided with a valley drain, properly trapped, and connected with a sewer-connected drain; that the rear yard be thoroughly cleaned and all manure removed therefrom; that hereafter all manure be kept inside the stable and removed from the premises daily unless pressed in bales, barrels or boxes, so as to reduce it to not more than one-third the original bulk.

Whereas, The premises No. 9 Filmore place, Borough of Brooklyn, in The City of New York, and the business pursuit specified in this case, being in the opinion of the Board in a condition and in effect dangerous to life and health and a public nuisance, and the Board having taken and filed among its records the reports of the Sanitary Superintendent and the Inspectors relating thereto, and what it regards as sufficient proof to authorize its declaration that the premises and business pursuit in this case are in condition and effect dangerous to life and health and a public nuisance, the Board hereby enters in its records the said premises as a nuisance and declares the same to be a public nuisance, dangerous to life and health, and in respect thereto orders, viz.:

That the use of said premises in its present condition as a stable be discontinued; that the said premises be cleaned; that the filth saturated soil be removed and replaced with fresh earth, and the surface so graded that all surface water shall be freely discharged therefrom; that the manure vault be cleaned and all manure be removed therefrom and its use discontinued; that hereafter all manure be kept inside the stable and removed from the premises daily, unless pressed in bales, barrels or boxes, so as to reduce it to not more than one-third the original bulk.

Whereas, The premises No. 17 Flint street, Borough of Brooklyn, in The City of New York, and the business pursuit specified in this case, being in the opinion of the Board in a condition and in effect dangerous to life and health and a public nuisance, and the Board having taken and filed among its records the reports of the Sanitary Superintendent and the Inspectors relating thereto, and what it regards as sufficient proof to authorize its declaration that the premises and business pursuit in this case are in condition and effect dangerous to life and health and a public nuisance, the Board hereby enters in its records the said premises as a nuisance and declares the same to be a public nuisance, dangerous to life and health, and in respect thereto orders, viz.:

That the use of said premises in its present condition as a stable be discontinued; that the said premises be cleaned; that the filth saturated soil be removed and replaced with fresh earth, and the surface so graded that all surface water shall be freely discharged therefrom; that the manure vault be cleaned and all manure removed therefrom and its use discontinued; that hereafter all manure be kept inside the stable and removed from the premises daily, unless pressed in bales, barrels or boxes, so as to reduce it to not more than one-third the original bulk; that the floor of the stable be made watertight and that the horse stalls be provided with a valley drain, properly trapped, and connected to a sewer-connected drain.

Whereas, The premises No. 1235 Flushing avenue, Borough of Brooklyn, in The City of New York, and the business pursuit specified in this case, being in the opinion of the Board in a condition and in effect dangerous to life and health and a public nuisance, and the Board having taken and filed among its records the reports of the Sanitary Superintendent and the Inspectors relating thereto, and what it regards as sufficient proof to authorize its declaration that the premises and business pursuit in this case are in condition and effect dangerous to life and health and a public nuisance, the Board hereby enters in its records the said premises as a nuisance and declares the same to be a public nuisance, dangerous to life and health, and in respect thereto orders, viz.:

That the use of the barber shop in its present condition be discontinued.

Whereas, The premises No. 2701 Fulton street, front, Borough of Brooklyn, in The City of New York, and the business pursuit specified in this case, being in the opinion of the Board in a condition and in effect dangerous to life and health and a public nuisance, and the Board having taken and filed among its records the reports of the Sanitary Superintendent and the Inspectors relating thereto, and what it regards as sufficient proof to authorize its declaration that the premises and business pursuit in this case are in condition and effect dangerous to life and health and a public nuisance, the Board hereby enters in its records the said premises as a nuisance and declares the same to be a public nuisance, dangerous to life and health, and in respect thereto orders, viz.:

That the use of said premises in its present condition as a stable be discontinued; that the said premises be cleaned; that the filth saturated soil be removed and replaced with fresh earth, and the surface so graded that all surface water shall be freely discharged therefrom; that hereafter all manure be kept inside the stable and removed from the premises daily unless pressed in bales, barrels or boxes, so as to reduce it to not more than one-third the original bulk; that the floor of stable be made watertight and that the horse stalls be provided with a valley drain, properly trapped, and connected with a sewer-connected drain.

Whereas, The premises No. 471 Glenmore avenue, Borough of Brooklyn, in The City of New York, and the business pursuit specified in this case, being in the opinion of the Board in a condition and in effect dangerous to life and health and a public nuisance, and the Board having taken and filed among its records the reports of the Sanitary Superintendent and the Inspectors relating thereto, and what it regards as sufficient proof to authorize its declaration that the premises and business pursuit in this case are in condition and effect dangerous to life and health and a public nuisance, the Board hereby enters in its records the said premises as a nuisance and declares the same to be a public nuisance, dangerous to life and health, and in respect thereto orders, viz.:

That the use of the barber shop in its present condition be discontinued.

Whereas, The premises northwest corner Loft and Butler streets (rear), Brooklyn, in The City of New York, and the business pursuit specified in this case, being in the opinion of the Board in a condition and in effect dangerous to life and health and a public nuisance, and the Board having taken and filed among its records the reports of the Sanitary Superintendent and the Inspectors relating thereto, and what it regards as sufficient proof to authorize its declaration that the premises and business pursuit in this case are in condition and effect dangerous to life and health and a public nuisance—the Board hereby enters in its records the said premises as a nuisance, and declares the same to be a public nuisance dangerous to life and health, and in respect thereto orders, viz.:

That the use of said premises in its present condition as a stable be discontinued; that the said premises be cleaned; that the filth saturated soil be removed and replaced with fresh earth, and the surface so graded that all surface water shall be freely discharged therefrom; that the floor of stable be made watertight, and that the horse stalls be provided with a valley drain, properly trapped, and connected with sewer-connected drain; that all manure be removed from the stable and yard,

and that hereafter all manure be kept inside the stable and removed from the premises daily, unless pressed in bales, barrels, or boxes, so as to reduce it to not more than one-third the original bulk.

Whereas, The premises No. 579 Park avenue, Borough of Brooklyn, in The City of New York, and the business pursuit specified in this case, being in the opinion of the Board in a condition and in effect dangerous to life and health and a public nuisance, and the Board having taken and filed among its records the reports of the Sanitary Superintendent and the Inspectors relating thereto, and what it regards as sufficient proof to authorize its declaration that the premises and business pursuit in this case are in condition and effect dangerous to life and health and a public nuisance—the Board hereby enters in its records the said premises as a nuisance, and declares the same to be a public nuisance dangerous to life and health, and in respect thereto orders, viz.:

That the use of said premises in its present condition as a stable be discontinued; that the said premises be cleaned; that the filth saturated soil be removed and replaced with fresh earth, and the surface so graded that all surface water shall be freely discharged therefrom; that the floor of stable be made watertight, and that the horse stalls be provided with a valley drain, properly trapped, and connected with sewer-connected drain; that the yard be thoroughly cleaned, and all manure removed therefrom; that hereafter all manure be kept inside the stable and removed from the premises daily, unless pressed in bales, barrels, or boxes, so as to reduce it to not more than one-third the original bulk; that the walls and ceiling of the stable be cleaned and whitewashed.

Whereas, The premises Nos. 314 to 318 Rutledge street, Borough of Brooklyn in The City of New York, and the business pursuit specified in this case, being in the opinion of the Board in a condition and in effect dangerous to life and health and a public nuisance, and the Board having taken and filed among its records the reports of the Sanitary Superintendent and the Inspectors relating thereto, and what it regards as sufficient proof to authorize its declaration that the premises and business pursuit in this case are in condition and effect dangerous to life and health and a public nuisance—the Board hereby enters in its records the said premises as a nuisance, and declares the same to be a public nuisance dangerous to life and health, and in respect thereto orders, viz.:

That the use of said premises in its present condition as a stable be discontinued; that the said premises be cleaned; that the filth saturated soil be removed and replaced with fresh earth, and the surface so graded that all surface water shall be freely discharged therefrom; that the wooden floors of horse stalls and stable be properly repaired and made watertight, and that the floors of stalls be so graded as to discharge all liquids into a water-tight valley drain, connected with a sewer by means of a properly trapped drain of extra heavy cast iron pipe; that the yard be thoroughly cleaned, and all manure removed therefrom; that hereafter all manure be kept inside the stable, and removed from the premises daily unless pressed in bales, barrels, or boxes so as to reduce it to not more than one-third the original bulk.

Whereas, The premises rear of No. 218 Stone avenue, Borough of Brooklyn, in The City of New York, and the business pursuit specified in this case, being in the opinion of the Board in a condition and in effect dangerous to life and health and a public nuisance, and the Board having taken and filed among its records the reports of the Sanitary Superintendent and the Inspectors relating thereto, and what it regards as sufficient proof to authorize its declaration that the premises and business pursuit in this case are in condition and effect dangerous to life and health and a public nuisance—the Board hereby enters in its records the said premises as a nuisance, and declares the same to be a public nuisance dangerous to life and health, and in respect thereto orders, viz.:

That the use of said premises in its present condition as a stable be discontinued; that the said premises be cleaned; that the filth saturated soil be removed and replaced with fresh earth, and the surface so graded that all surface water shall be freely discharged therefrom; that the floor of stable be made watertight; that the horse stalls be provided with a valley drain, properly trapped, and connected with sewer-connected drain; that all manure be removed from rear yard, the yard be thoroughly cleaned, and that hereafter all manure be kept inside the stable and removed from the premises daily, unless pressed in bales, barrels, or boxes, so as to reduce it to not more than one-third the original bulk.

Whereas, The premises rear of No. 212 North Tenth street, Brooklyn, in The City of New York, and the business pursuit specified in this case, being in the opinion of the Board in a condition and in effect dangerous to life and health and a public nuisance, and the Board having taken and filed among its records the reports of the Sanitary Superintendent and the Inspectors relating thereto, and what it regards as sufficient proof to authorize its declaration that the premises and business pursuit in this case are in condition and effect dangerous to life and health and a public nuisance—the Board hereby enters in its records the said premises as a nuisance, and declares the same to be a public nuisance dangerous to life and health, and in respect thereto orders, viz.:

That the use of said premises in its present condition as a stable be discontinued; that the said premises be cleaned; that the filth saturated soil be removed and replaced with fresh earth, and the surface so graded that all surface water shall be freely discharged therefrom; that said premises be properly connected with the street sewer; that the privy vault thereof be emptied, cleaned, and filled with fresh earth, and that water closet in the stable, flushed from water-supplied cisterns properly adjusted over the same, or hopper closets in the yard, properly flushed and protected against freezing, be substituted therefor; that the manure vault be cleaned and all manure removed therefrom, and its use discontinued; that hereafter all manure be kept inside the stable, and removed from the premises daily, unless pressed in bales, barrels or boxes, so as to reduce it to not more than one-third the original bulk; that the wooden floors of horse stalls and stable and the saturated earth beneath same be removed; the site cleaned, and the floor of the stalls be cemented and so graded as to discharge all liquids into water-tight, properly trapped, sewer-connected valley drain; that each stall be provided with a movable rack; that the yard be so graded and drained as to discharge all liquid matter into a properly trapped sewer-connected drain.

Sixth—Reports on applications for permits.

On motion, it was

Resolved, That permits be and are hereby granted as follows:*

BOROUGH OF MANHATTAN.

- No. 31944. Arthur Niebergale, to sell birds and small animals at No. 238 East Third street.
- 31945. Markey Berkowitz, to keep pigeons for sale at No. 709 Sixth street.
- 31946. William Sekera, to keep birds and small animals for sale at No. 425 East Seventy-fifth street.
- 31947. Philip Hobre, to keep birds and small animals for sale at No. 304 West One Hundred and Eighteenth street.
- 31948. Mrs. Bridget McGinn, to board 1 child at No. 1511 Lexington avenue.
- 31949. Mrs. Mary Ewer, to board 1 child at No. 1557 Madison avenue.
- 31950. Mrs. Mary Bowles, to board 1 child at No. 41 Perry street.
- 31951. Cerasina Compereale, to board 1 child at No. 270 Pleasant avenue.
- 31952. Carmela Mautiell, to board 1 child at No. 837 Second avenue.
- 31953. Mrs. Kate Reilly, to board 1 child at No. 1248 Second avenue.
- 31954. Mrs. Mary O'Connell, to board 1 child at No. 1335 Second avenue.
- 31955. Mrs. G. M. Brinkman, to board 1 child at No. 1812 Second avenue.
- 31956. Gertrude Stodell, to board 1 child at No. 1007 Seventh avenue.
- 31957. Annie Cohen, to board 1 child at No. 2027 Seventh avenue.
- 31958. Mrs. Lucia Cannon, to board 1 child at No. 1056 Third avenue.
- 31959. Mrs. Anna Ripp, to board 1 child at No. 524 Sixth street.
- 31960. Mrs. Elsie Gutat, to board 1 child at No. 536 Sixth street.
- 31961. Mrs. Rosie Wood, to board 1 child at No. 401 East Fourteenth street.
- 31962. Mrs. Mary Conway, to board 1 child at No. 400 East Fifteenth street.
- 31963. Mrs. Maggie Haessler, to board 1 child at No. 458 West Eighteenth street.
- 31964. Serafina Chafoni, to board 1 child at No. 343 East Twenty-fourth street.
- 31965. Mrs. Susan West, to board 1 child at No. 151 West Twenty-sixth street.
- 31966. Mrs. Margaret Farley, to board 1 child at No. 243 West Twenty-sixth street.
- 31967. Mrs. Jennie Hayes, to board 1 child at No. 441 West Thirty-sixth street (rear).
- 31968. Mrs. Jane Donley, to board 1 child at No. 143 East Forty-second street.
- 31969. Mrs. Mary Wiseman, to board 1 child at No. 544 West Forty-third street.
- 31970. Mrs. Ida Higgins, to board 1 child at No. 553 West Forty-fourth street.

31971. Mrs. Minnie Lown, to board 1 child at No. 411 West Forty-eighth street.
 31972. Mrs. Charles Coughlin, to board 1 child at No. 340 East Fifty-fifth street.
 31973. Mrs. Margaret Miller, to board 1 child at No. 414 East Fifty-eighth street.
 31974. Mrs. Mildred Holman, to board 1 child at No. 414 East Fifty-eighth street.
 31975. Mary Kunze, to board 1 child at No. 310 East Eighty-eighth street.
 31976. Mrs. Blackert, to board 1 child at No. 102 East Ninetieth street.
 31977. Mrs. Henrietta Tenny, to board 1 child at No. 237 East Ninety-third street.
 31978. Mrs. Annie Grah, to board 1 child at No. 331 East Ninety-fifth street.
 31979. Mrs. Catharine Murphy, to board 1 child at No. 178 East One Hundred and First street.
 31980. Margaret McGuire, to board 1 child at No. 250 East One Hundred and First street.
 31981. Mrs. Mary Winters, to board 1 child at No. 319 East One Hundred and First street.
 31982. Francesca Diganze, to board 1 child at No. 310 East One Hundred and Sixth street.
 31983. Mary Cartiss, to board 1 child at No. 165 East One Hundred and Tenth street.
 31984. Mrs. Celia Davis, to board 1 child at No. 93 East One Hundred and Sixteenth street.
 31985. Rosa Moritta, to board 1 child at No. 321 East One Hundred and Seventeenth street.
 31986. Mrs. Bessie Nelson, to board 1 child at No. 144 West One Hundred and Thirty-third street.
 31987. Mrs. Hilda Scott, to board 1 child at No. 305 West One Hundred and Forty-sixth street.
 31988. Mrs. Louis O. Cohen, to board 1 child at No. 569 West One Hundred and Seventy-first street.
 31989. Mrs. Annie Dailey, to board 2 children at No. 636 Second avenue.
 31990. Mrs. Volkquartz, to board 2 children at No. 1637 Third avenue.
 31991. Mrs. Catharine Koestler, to board 2 children at No. 14 West End avenue.
 31992. Grace Graher, to board 2 children at No. 100 Second street.
 31993. Mrs. Bridget McGuire, to board 2 children at No. 311 East Twenty-fifth street.
 31994. Mrs. Mary Seales, to board 2 children at No. 405 East Thirty-fourth street.
 31995. Mrs. Mary Shea, to board 2 children at No. 247 East One Hundred and Fourth street.
 31996. Mrs. Della Shipp, to board 2 children at No. 391 East One Hundred and Nineteenth street.
 31997. Mrs. Hannah Barrett, to board 2 children at No. 546 West One Hundred and Thirty-second street.
 31998. Rachel Zucker, to board 2 children at No. 101 West One Hundred and Forty-third street.
 31999. Etta Strauss, to board 2 children at No. 301 West One Hundred and Fifty-second street.
 32000. Mrs. Maria Wallace, to board 3 children at No. 302 West Sixty-ninth street.
 32001. Mrs. Ellen Hill, to board 3 children at No. 302 West Sixty-ninth street.
 32002. Harry Halpern, to manufacture carbonated water at No. 40 East Broadway.
 32003. Terrence Morgan, to keep 1 goat at Nos. 318 and 320 East Thirty-eighth street.
 32004. Charles Lion, to keep and sell oysters at No. 426 Amsterdam avenue.
 32005. Emanuel Rothschild, to keep and sell oysters at No. 260 Broadway.
 32006. J. B. Thorp, to keep and sell oysters at No. 430 Columbus avenue.
 32007. Gen. H. Shaffer, to keep and sell oysters at Nos. 474 and 476 Fourth avenue.
 32008. Albert Baer, to keep and sell oysters at Nos. 646 and 648 Sixth avenue.
 32009. Richard Webber, to keep and sell oysters at Nos. 2101 and 2103 Third avenue.
 32010. Florence House, to keep and sell oysters at No. 5 East Eighteenth street.
 32011. Wm. E. Huntington (Oriental Market, Inc.), to keep and sell oysters at No. 15 East Fifty-ninth street.
 32012. Ins. Tomaskovitz, to use smoke house at No. 1476 First avenue.
 32013. Peters & Hein, to stable 4 horses in a cellar at Nos. 503 and 505 East Eighty-second street.

BOROUGH OF THE BRONX.

32014. Mary Hinnickel, to board 1 child at No. 604 East One Hundred and Thirty-fifth street.
 32015. Mrs. Grace Goehring, to board 1 child at No. 465 East One Hundred and Forty-eighth street.
 32016. Clara Canton, to board 2 children at No. 1006 Brook avenue.
 32017. Zella Carlson, to board 2 children at No. 1006 Brook avenue.
 32018. Lena Herchel, to board 2 children at No. 1056 Third avenue.
 32019. Katharine Muller, to board 2 children at No. 3911 Third avenue.
 32020. Richard Webber, to keep and sell oysters at north side of Tremont avenue, between Webster and Park avenues.
 32021. Kate Rachell, to keep 18 chickens at No. 1511 St. Lawrence avenue.

BOROUGH OF BROOKLYN.

32022. Anna Dion, to board 1 child at No. 2866 Atlantic avenue.
 32023. Camilla Aquilone, to board 1 child at No. 599 Carroll street.
 32024. May Louis, to board 1 child at No. 969 Flushing avenue.
 32025. Nettie Le Roy, to board 1 child at No. 883 Front street.
 32026. Maria Marchione, to board 1 child at No. 513 Glenmore avenue.
 32027. Mary Duffy, to board 1 child at No. 411 Graham avenue.
 32028. Annie Boller, to board 1 child at No. 342 Hendrix street.
 32029. Rose Pasquarollo, to board 1 child at No. 11 Jackson street.
 32030. Mrs. Ella Eustace, to board 1 child at No. 260 Leonard street.
 32031. Christina Winter, to board 1 child at No. 32 Monteith street.
 32032. Margaret Bennett, to board 1 child at No. 386 Myrtle avenue.
 32033. Lizzie England, to board 1 child at No. 127 Oakland street.
 32034. Katie Delappo, to board 1 child at No. 320 Shepherd avenue.
 32035. Marie Ottie, to board 1 child at No. 258 Skillman avenue.
 32036. Esther Libowitz, to board 1 child at No. 173 Starr street.
 32037. Catarina Tofani, to board 1 child at No. 185 Withers street.
 32038. Marie Settembre, to board 1 child at No. 260 North Seventh street.
 32039. Caroline Meier, to board 2 children at No. 1613 Atlantic avenue.
 32040. Mary Barrett, to board 2 children at No. 291 Division avenue (rear).
 32041. Carrie Lindstrom, to board 2 children at No. 77 Eagle street.
 32042. Nellie Brandon, to board 2 children at No. 4813 Fifth avenue.
 32043. Ann Cregan, to board 2 children at No. 107 Franklin street.
 32044. Jennie Heron, to board 2 children at No. 260 Franklin street.
 32045. Annie Jacob, to board 2 children at No. 1442 Greene avenue.
 32046. Lizzie Ritter, to board 2 children at No. 113 Newell street.
 32047. Eliz. Van Schaick, to board 2 children at No. 145 Pearl street.
 32048. Annie Lebon, to board 2 children at No. 1744 Prospect place.
 32049. Eleanor James, to board 2 children at No. 1 Quincy street.
 32050. Eliza Robinson, to board 2 children at No. 1307 St. Marks avenue.
 32051. Laura McConnell, to board 3 children at No. 1797 Atlantic avenue.
 32052. Elizabeth Schultz, to board 3 children at No. 1050 Liberty avenue.
 32053. Mrs. Kate Vedder, to board 3 children at No. 226 McDongall street.
 32054. Lillie Elykins, to board 3 children at No. 149 Milford street.
 32055. Catherine Hunt, to board 3 children at No. 79 South Eighth street.
 32056. Margaret Crossen, to board 3 children at No. 162 Fifty-eighth street.
 32057. Sarah Banks, to board 4 children at No. 1485 Eastern parkway.
 32058. Annie Kaplan, to board 5 children at No. 1485 Eastern parkway.
 32059. Reherza Lowenwirth, to board 6 children at No. 145 Floyd street.
 32060. Horace Geyer, to keep and sell oysters at No. 40 Fifth avenue.
 32061. Elmo Villapique, to keep and sell oysters at No. 88 Fifth avenue.
 32062. Gage & Toller, to keep and sell oysters at No. 372 Fulton street.
 32063. Charles S. Evans, to keep and sell oysters at No. 46 Third avenue.
 32064. Louis Miller, to keep 10 chickens at No. 1011 Flatbush avenue.
 32065. Mrs. Mary Howell, to keep 8 pigeons at No. 606 New Lots avenue.
 32066. Samuel H. Sander, to keep 10 chickens at No. 1650 Prospect place.
 32067. Wm. Sanzone, to keep 10 chickens at No. 31 Wyckoff avenue.
 32068. United Dressed Beef Company, to use smoke house at East and Flushing avenues.
 32069. Swift & Co., to use smoke house at No. 100 North Sixth street.

32070. Hammond Company, to use smoke house at No. 106 North Sixth street.
 32071. Abraham Matransky, to keep 1 cow at northeast corner Newport avenue and Osborn street.

BOROUGH OF QUEENS.

32072. Mrs. Gertrude Thomas, to board 1 child at No. 26 Fulton street, Maspeth.
 32073. Mrs. T. D. Wendell, to board 1 child at No. 10 Fifth street, Union Course.
 32074. Mrs. Mary Connolly, to board 1 child at No. 81 Seventh street, Long Island City.
 32075. Lucy K. McElwee, to board 2 children at No. 318 Chestnut street, Richmond Hill.
 32076. Camille Petrequin, to board 2 children at No. 238 Curtis avenue, Richmond Hill.
 32077. Bridget Normayle, to board 2 children at No. 80 Newtown avenue, Long Island City.
 32078. Margaretta Kunz, to board 2 children at No. 22 Randall avenue, Corona.
 32079. Mrs. Anna Rosenkranz, to board 2 children at No. 17 Willow street, Jamaica.
 32080. Olivia B. Reany, to board 3 children at No. 60 Brenton avenue, Jamaica.
 32081. Mrs. Frederick Schoedel, to board 3 children at No. 30 East Smith avenue, Corona.
 32082. Geo. Gundolf, to keep 1 cow at southeast corner Wyckoff avenue and railroad, Glendale.
 32083. Wm. Loher, to keep and sell oysters at No. 88 Graham avenue, Long Island City.
 32084. Layton & Bennet, to keep and sell oysters at No. 1246 Jamaica avenue, Woodhaven.
 32085. Henry Levi, to keep and sell oysters at No. 287 Johnson avenue, Richmond Hill.
 32086. Charles Reinert, to keep and sell oysters at Nos. 60 and 62 Twombly place, Jamaica.
 32087. John D. Fleming, to keep 30 chickens at Atlantic street, near Brown avenue, Jamaica.
 32088. H. Elsen, to keep 10 chickens at No. 19 Clinton place, Far Rockaway.
 32089. Samuel Sternberg, to keep 30 chickens at No. 230 Corona avenue, Corona Heights.
 32090. Mrs. Elizabeth Summers, to keep 30 chickens at Nos. 5 and 6 Cottage place, East Williamsburg.
 32091. William F. Honig, to keep 50 chickens at No. 244 Eighth avenue, Long Island City.
 32092. Clifford C. Reeve, to keep 50 chickens at No. 618 Freedom avenue, Brooklyn Hills.
 32093. Tom Kelly, to keep 25 pigeons at No. 120 Fulton avenue, Long Island City.
 32094. Mrs. Louise Boden, to keep 25 chickens at southeast corner Garden and Wickes streets, Morris Park.
 32095. Ellen McCaffrey, to keep 25 chickens at south side Garden street, 100 feet east of Wickes street, Morris Park.
 32096. Tony Puppolo, to keep 25 chickens at No. 256 Locust street, Long Island City.
 32097. John Q. Ross, to keep 150 pigeons at No. 194 Madison avenue, Flushing.
 32098. G. H. Peach, to keep 25 chickens at No. 22 McAuley place, Jamaica.
 32099. Henry Appel, to keep 50 pigeons at No. 125 Nassau avenue, Long Island City.
 32100. Charles D. Gavey, to keep 25 chickens at No. 81 New York avenue, Jamaica.
 32101. Catherine Brennan, to keep 6 chickens at No. 664 Second avenue, Long Island City.
 32102. Frank Matheis, to keep 25 chickens at No. 695 Second avenue, Long Island City.
 32103. Jacob Balz, to keep 12 pigeons at No. 887 Second avenue, Long Island City.
 32104. August Winkel, to keep 10 pigeons at No. 52 Sound street, Long Island City.
 32105. Charles W. Book, to keep 8 chickens at No. 14 South Washington street, Jamaica.
 32106. Mrs. Mary McCarthy, to keep 10 chickens at No. 14 South Washington place, Long Island City.
 32107. John W. Blein, to keep 20 chickens at No. 25 Third avenue, Long Island City.
 32108. Mrs. Phil Hertel, to keep 50 chickens at No. 192 Washington avenue, Rockaway Park.

BOROUGH OF RICHMOND.

32108. Patrick German, to keep 1 cow at St. Ann's Convent, Bay street, Rosebank.
 32109. Edward Marks, to keep 3 pigs at northeast corner Lincoln and Railroad avenues.
 32110. Michael Coughlin, to keep 25 chickens at Clove avenue, between Elb and Weiser avenues, Concord.
 32111. Morris Kievt, to keep 20 chickens at No. 101 Broad street.
 32112. Report of application for store and wagon permits for the sale and delivery of milk in the City of New York.
 On motion, it was
 Resolved, That the following permits for the sale and delivery of milk in The City of New York be and the same are hereby granted.

BOROUGH OF MANHATTAN.

Stores.

No. Andrew Wohlleb, No. 2465 Seventh avenue.
 1445. Kerkmann & Grate, No. 2552 Eighth avenue.
 2814. Eugene Caramica, No. 181 West End avenue.
 3255. Frank Rye, No. 393 East Sixty-fifth street.
 3733. Rachel Zuckerman, No. 311 East Eighty-first street.
 3809. Charles Berman, No. 300 East Twelfth street.
 3935. Ernest Smith, No. 218 West Sixty-fourth street.
 4380. John Antonapulo, Brooklyn Bridge approach.
 5051. Nicholas Marchese, No. 304 East One Hundred and Seventh street.
 5375. Giovanni Molinelli, No. 72 Oliver street.
 5414. Frank Donato, No. 323 West Sixty-ninth street.
 6084. Max Ost, No. 121 East Eighty-first street.
 6385. Max Fen, No. 328 East One Hundred and First street.
 6559. Emma Taub, No. 239 East Twenty-sixth street.
 7109. Morris Cohen, No. 347 East Tenth street.
 7418. Bruno Bros., No. 322 East One Hundred and Thirteenth street.
 7511. Ferdinand Sciencfeld, No. 2880 Eighth avenue.
 7769. Lizzie Finkley, No. 57 West Eighth street.
 7935. Morris Trincher, No. 197 Broome street.
 8389. Isiah Silberman, No. 4 West One Hundred and Twelfth street.
 8974. Annie Jackson, No. 396 Manhattan avenue.
 9109. Solomon Packer, No. 99 Suffolk street.
 9253. Anna Hilbert, No. 1430 Second avenue.
 9257. Giambro Damiano, No. 53 Oak street.
 9299. Nathan Bien, No. 444 Second avenue.
 9404. Michael Carbone, No. 9 First street.
 9574. Morris Brand, No. 605 East Thirteenth street.
 9591. Hyman Greenfield, No. 200 East Houston street.
 9830. Lewis Steingarten, No. 265 East Broadway.
 9971. Henry G. Feil, No. 319 East Ninety-third street.
 9983. Edward Murphy, No. 401 First avenue.
 10148. Abraham Heller, No. 161 Ludlow street.
 10436. Celia Geller, No. 302 East Ninety-fourth street.
 10625. Nathan Dashell, No. 315 West One Hundred and Sixteenth street.
 10667. Morris Rosen, No. 1350 Fifth avenue.
 10884. Tiencken & Ficken, No. 501 West One Hundred and Thirty-ninth street.
 10890. Max Metz, No. 86 Willett street.
 10935. Carmelo Milone, No. 231 East One Hundred and Seventh street.
 11181. Nicola Blatta, No. 221 East One Hundred and Eighth street.
 11437. William Ruppert, No. 3646 Broadway.
 11474. Harry B. Crisman, No. 2849 Broadway.
 11505. John Ciner, No. 237 East One Hundredth street.
 11632. Sheffield Farms, S. D. Company, No. 2877 Broadway.
 12498. Samuel Fein, No. 212 East Ninety-eighth street.

1850. Barnet Katzin, No. 64 Rutgers street.
12059. David Schoenberg, No. 82 First street.

On motion, it was

Resolved. That permits be and are hereby denied as follows:

BOROUGH OF MANHATTAN.

15828. Salvatore Deleio, to sell milk at No. 630 East Thirteenth street.
15829. Frank Scalino, to sell milk at No. 35 Cherry street.
15830. Ernest Hadelin, to sell milk at No. 216 Eighth avenue.
15831. Gaston Berthier, to sell milk at No. 216 East Seventy-seventh street.
15832. Aaron Lakoff, to sell milk at No. 302 West One Hundred and Eleventh street.
15833. Sarah Ogg, to sell milk at No. 271 West One Hundred and Forty-fourth street.
15834. Frank Conte, to sell milk at No. 62 Gouverneur street.
15835. William Steuber, to keep dogs for sale at No. 114 East Eleventh street.
15836. Isaac Maas, to keep dogs for sale at No. 124 West One Hundred and Thirty-second street.
15837. Mrs. Annie MacCaffrey, to board 1 child at No. 310 West Forty-ninth street.
15838. Mrs. H. Unrath, to board 1 child at No. 172 East Ninetieth street.
15839. Mrs. Katie Delosa, to board 1 child at No. 221 East Ninety-fourth street.
15840. Catharine Birmingham, to board 2 children at No. 415 East Sixty-third street.
15841. Mrs. Gleason, to board 4 children at No. 209 East One Hundred and Seventh street.
15842. T. J. Malone, to keep and sell oysters at No. 306 Fourth avenue.
15843. Tancer Bros., to sell live poultry in crates only at No. 158 Reade street.
15844. Wm. Ahearn, to keep 12 pigeons at No. 330 Ninth avenue.
15845. John L. Keating, to keep 3 chickens at No. 236 East Thirty-fifth street.
15846. John J. Cork, to use smokehouse at No. 1819 First avenue.
15847. Jacob Liven, to use smokehouse at No. 188 Second avenue.
15848. Harry Bernstein, to stable 4 horses in cellar at No. 256 West Tenth street.

BOROUGH OF BROOKLYN.

15849. Mary Fielder, to board 1 child at No. 36 Nostrand avenue.
15850. Francesco Perazzo, to keep 1 goat at No. 82 Banzett street.
15851. John McCabe, to keep 1 goat at No. 24 Spencer street.
15852. Steiger & Hirsch, to render lard at No. 520 Metropolitan avenue.
15853. John B. Bothi, to keep 10 chickens at No. 7112 Fourteenth avenue.
15854. Frank Palmer, to keep 10 chickens at No. 828 Fulton street.
15855. Johanna Rohde, to keep 4 pigeons at No. 1512 Gates avenue.
15856. Adams & Stanliff, to keep 20 pigeons at No. 518 Grand street.
15857. Sophie Weber, to keep 10 chickens at No. 356 Logan street.
15858. John H. Hopper, to keep 10 chickens at No. 227 Milford street.
15859. Abraham Matrausky, to keep 5 chickens at northeast corner Newport avenue and Osborn street.
15860. Charles H. Watson, to keep 10 chickens at No. 994 Willoughby avenue.
15861. Pauline Kuesterwald, to keep 10 chickens at No. 1575 East Twelfth street.
15862. Pasquale Amberade, to keep 10 chickens at No. 255 Twentieth street.
15863. Bridget Clark, to keep 10 chickens at Fortieth street, 100 feet west of Ninth avenue.

BOROUGH OF QUEENS.

15864. Jack Condraski, to keep 1 pig at Washington street and Meyer avenue, Cedar Manor.
15865. Geo. Albert & Sons, to keep 50 chickens at No. 5 Flushing avenue, Astoria.
15866. Katherine Sutschek, to keep 10 pigeons at No. 9 Jay avenue, Maspeth.
15867. Jacob Rubsam, to keep 50 chickens at Nos. 202 and 204 Main street, Long Island City.
15868. Nicola DeRosa, to keep 15 chickens at No. 482 Seventeenth avenue, Long Island City.
15869. Christian Svendsen, to keep 30 pigeons at No. 159 Thirteenth avenue, Long Island City.
15870. Frank Schleifer, to use smokehouse at No. 1155 Fourth avenue, Long Island City.

On motion, it was

Resolved. That the following permits be and the same are hereby revoked:

BOROUGH OF MANHATTAN.

No. 1152. Conrad Kelly, to sell milk at No. 224 West Sixty-first street.
1545. Emil Zela, to sell milk at No. 2405 Seventh avenue.
2814. Eugene Caramica, to sell milk at No. 778 Tenth avenue.
3860. Harry Glickman, to sell milk at No. 300 East Twelfth street.
3935. Ernest Smith, to sell milk at No. 31 West One Hundred and Thirty-fifth street.
4380. Samuel Solomon, to sell milk at Brooklyn Bridge approach.
5051. Nicholas Marchese, to sell milk at No. 303 East One Hundred and Seventh street.
5375. Frank Casazza, to sell milk at No. 70 Oliver street.
5444. Frank Domata, to sell milk at No. 321 West Sixty-ninth street.
6384. Malvina Reicher, to sell milk at No. 174 East Eighty-first street.
6395. Tony Grandi, to sell milk at No. 322 East Twenty-second street.
6550. Lucy Riolo, to sell milk at No. 239 East Twenty-sixth street.
7109. Morris Cohen, to sell milk at No. 348 East Tenth street.
7418. Larsen & Braatz, to sell milk at No. 344 East Twenty-first street.
7511. John Nikolous, to sell milk at No. 2380 Eighth avenue.
7709. Max Harz, to sell milk at No. 57 West Eighth street.
7935. Giuseppe Cecero, to sell milk at No. 633 East Thirteenth street.
7937. Samuel Smith, to sell milk at No. 107 Broome street.
8389. Louis Schneider, to sell milk at No. 4 West One Hundred and Twelfth street.
8974. Drier, August and Louis, to sell milk at No. 396 Manhattan avenue.
9109. Solomon Pocker, to sell milk at No. 614 East Eleventh street.
9253. Robert Lasswitz, to sell milk at No. 1449 Second avenue.
9257. Fred Dolitz, to sell milk at No. 226 East Twenty-second street.
9299. Barnet Horowitz, to sell milk at No. 635 East Twelfth street.
9404. Michael Carbone, to sell milk at No. 23 Second avenue.
9574. Israel Baer, to sell milk at No. 605 East Thirteenth street.
9593. Fannie Nemofsky, to sell milk at No. 65 Mangin street.
9839. Morris Myers, to sell milk at No. 265 East Broadway.
9971. Joseph Mildenberger, to sell milk at No. 319 East Ninety-third street.
10148. Charles Linetzky, to sell milk at No. 161 Ludlow street.
10084. Peter Behlert, to sell milk at No. 491 First avenue.
10430. Solomon Kellner, to sell milk at No. 101 Forsyth street.
10625. Maurice Arenstein, to sell milk at No. 526 East Thirteenth street.
10667. Fannie Shigman, to sell milk at No. 1356 Fifth avenue.
10884. Lena Balauszewig, to sell milk at No. 326 East Twelfth street.
10899. Giuseppe Ferraro, to sell milk at No. 423 East Eighteenth street.
10935. Baldassare De Silvestro, to sell milk at No. 231 East One Hundred and Seventh street.
11437. Nicola Pascale, to sell milk at No. 68 Mott street.
11474. Jeremiah Regan, to sell milk at No. 491 First avenue.
11505. Sam Grossman, to sell milk at No. 237 East One Hundredth street.
11632. Benj. Schwartz, to sell milk at No. 375 East Eighth street.
12408. John Meierdiercks, to sell milk at No. 430 East Seventeenth street.
12009. Isaac Schlossberg, to sell milk at No. 82 First street.
1457. Caroline Kriemler, to sell milk at No. 447 East Eighty-third street.
1517. Ignazio Brusca, to sell milk at No. 192 Tenth avenue.
1566. S. Gadarian, to sell milk at No. 148 Tenth avenue.
1425. Kasried Holowitz, to sell milk at No. 334 East One Hundred and Second street.
2011. Mike Cohen, to sell milk at No. 240 East One Hundred and Fourth street.
2037. Julius Rabinowitz, to sell milk at No. 409 East One Hundredth street.
2500. Joe Tannenbaum, to sell milk at No. 122 Seventh avenue.
2921. Diederich Wendelken, to sell milk at No. 346 West Fifty-second street.
3140. N. Pashalian, to sell milk at No. 529 West Twenty-ninth street.
3290. Ippoliti Guco, to sell milk at No. 220 East Ninety-seventh street.
3680. Nacy Rose, to sell milk at No. 308 East One Hundred and Ninth street.

4075. Mark Messner, to sell milk at No. 262 West Forty-seventh street.
4094. G. Ayhan, to sell milk at No. 427 West Twenty-sixth street.
4150. K. Proschel, to sell milk at No. 50 Stanton street.
4624. S. Pollena, to sell milk at No. 354 West Twenty-sixth street.
5415. M. Kulosa, to sell milk at No. 116 Tenth avenue.
7541. Katherine Willat, to sell milk at No. 221 East Ninety-seventh street.
6992. Eugene Morace, to sell milk at No. 341 Tenth avenue.
7620. Harris Abramoff, to sell milk at No. 360 Cherry street.
8267. Max Gluckstein, to sell milk at No. 53 East One Hundred and First street.
9055. Andrew Davey, to sell milk at No. 603 Ninth avenue.
9058. Minnie Wohltmann, to sell milk at No. 508 West Fifty-first street.
11793. L. Raymond, to sell milk at No. 441 West Twenty-sixth street.
12321. M. Kalusa, to sell milk at No. 140 Tenth avenue.
27681. Andrew Walsh, to keep birds for sale at No. 433 East Ninth street.
28429. Mrs. Sophie Pikuritz, to board children at No. 1629 Avenue A.
27426. Katie Schlick, to board children at No. 651 East Thirteenth street.
23610. Mrs. Mary Gilson, to board children at No. 400 East Fifteenth street.
28849. Lizzie Gillen, to board children at No. 619 East Fifteenth street.
30947. Nanina Licata, to board children at No. 323 East Thirty-fourth street.
30269. Katherine Cooke, to board children at No. 347 East Seventy-second street.
29437. Mary Burns, to board children at No. 401 East Seventy-fifth street.
20509. Mrs. Cath. Birmingham, to sell milk at No. 515 East Seventy-fifth street.
29578. Annie Bauer, to board children at No. 515 East Seventy-eighth street.
20531. Mrs. Alice Hermann, to board children at No. 170 East Eighty-seventh street.
21385. Mrs. Mary Burns, to board children at No. 208 East Eighty-seventh street.
29262. Mary Kunze, to board children at No. 357 East Eighty-seventh street.
30480. Amelia Tyler, to board children at No. 164 East Eighty-eighth street.
18307. Margaret O'Shea, to board children at No. 309 East Eighty-eighth street.
24211. Mrs. Anna Donnelly, to board children at No. 418 East Eighty-eighth street.
30813. Mary O'Brien, to board children at No. 233 East One Hundred and First street.
28679. Margaret Curray, to board children at No. 301 East One Hundred and Second street.
26008. Maria Soda Basile, to board children at No. 299 East One Hundred and Third street.
18025. Carmela Callondrella, to board children at No. 339 East One Hundred and Fourth street.
19133. Mrs. Mary Tracy, to board children at No. 117 East One Hundred and Fifth street.
22259. Winifred Murray, to board children at No. 134 East One Hundred and Eighth street.
25848. Anna Cardinale, to board children at No. 220 East One Hundred and Eighth street.
28248. Carmela Mazzotti, to board children at No. 227 East One Hundred and Eighth street.
26225. Millie Fohlman, to board children at No. 133 East One Hundred and Ninth street.
30582. Sarah Bottstein, to board children at No. 115 East One Hundred and Twenty-seventh street.
30795. Nicola Schiaoo, to board children at No. 113 Elizabeth street.
28752. Maria Mollica, to board children at No. 1605 First avenue.
18662. Mary Sheridan, to board children at No. 2023 First avenue.
31203. Kate Smith, to board children at No. 482 Lenox avenue.
30701. Mrs. Bridget McGinn, to board children at No. 1513 Lexington avenue.
30462. Celin Davis, to board children at No. 1607 Lexington avenue.
30572. Rosana Amelmo, to board children at No. 166 Mott street.
28766. Lizzie McMahon, to board children at No. 1919 Second avenue.
28757. Mrs. Mary Shaw, to board children at No. 2029 Second avenue.
28362. Mrs. Kate Behan, to board children at No. 1535 Third avenue.
26403. Mrs. Rose McKeon, to board children at No. 1914 Third avenue.
26444. Mrs. Kate Mack, to board children at No. 450 West Seventeenth street.
18026. Mrs. Barrett, to board children at No. 204 West Sixty-fourth street.
30271. Mary Jones, to board children at No. 56 West One Hundred and Twenty-ninth street.

BOROUGH OF BROOKLYN.

30340. Nellie Brandon, to board children at No. 4008 Third avenue.
29138. Elizabeth Schultz, to board children at No. 24 Hill street.
27661. Susanna Gilmore, to board children at No. 232 Forty-ninth street.
24508. Carrie Lindstrom, to board children at No. 687 East One Hundred and Thirty-sixth street, Manhattan.
31680. James A. Doyle, to keep and sell oysters at No. 541 Marcy avenue.

BOROUGH OF QUEENS.

21721. J. Rubsam, to keep chickens at No. 284 Main street, Astoria Seventh—Reports on applications for relief from orders.
On motion, it was
Resolved, That the following orders be extended, modified or rescinded, as follows:

BOROUGH OF MANHATTAN.

No. 10779. No. 1552 First avenue; extended until October 20, 1908.

BOROUGH OF BROOKLYN.

4520. No. 249 Columbia street; extended until October 15, 1908.

On motion, it was

Resolved. That the following applications for relief from orders be and are hereby denied:

BOROUGH OF MANHATTAN.

No. 6500. Northwest corner Two Hundred and Eleventh street and Tenth avenue.
9547. Nos. 327 and 329 Edgecombe avenue.
10597. No. 339 Edgecombe avenue.
10665. No. 84 Avenue D.
10062. No. 3275 East One Hundred and Twenty-second street.
10665. No. 419 East Third street.
11019. No. 316 Cherry street.
11110. No. 4 West Twenty-ninth street.
11136. Nos. 519 and 521 West One Hundred and Twelfth street.

BOROUGH OF BROOKLYN.

5467. No. 209 Wythe avenue.

BOROUGH OF QUEENS.

2658. No. 154 Prospect street, Long Island City.

BOROUGH OF MANHATTAN.

First—Weekly reports from the Assistant Sanitary Superintendent of the work performed in the Borough of Manhattan. Ordered on file

Division of Inspections.

Second—Weekly reports of the Chief Inspector.

(a) Weekly report of work performed by Sanitary Police.

Ordered on file.

(b) Report of violations of section No. 63 of the Sanitary Code.

The Secretary was directed to notify the persons named in said report that a repetition of the offense will be sufficient cause for the revocation of their permits.

Division of Contagious Diseases.

Third—Weekly reports of the Chief Inspector.

(a) Monthly reports of charitable institutions.

(b) Reports of inspections of discharged patients from Willard Parker, Reception and Riverside hospitals.

Ordered on file.

Division of Communicable Diseases.

Fourth—Weekly report of Chief Inspector. Ordered on file.

Division of Laboratories.

Fifth—Weekly report of the Pathologist and Directors of the Chemical, Research and Vaccine Laboratories. Ordered on file.

BOROUGH OF THE BRONX.

Weekly reports from the Assistant Sanitary Superintendent of the work performed in the Borough of The Bronx. Ordered on file.

BOROUGH OF BROOKLYN.

First—Weekly reports from the Assistant Sanitary Superintendent of the work performed in the Borough of Brooklyn. Ordered on file.

Division of Sanitary Inspection.

Second—Weekly report of the Chief Inspector.

(a) Weekly report of work performed by Sanitary Police.

Ordered on file.

Division of Contagious Diseases.

Third—Weekly report of the Chief Inspector. Ordered on file.

BOROUGH OF QUEENS.

Weekly reports from the Assistant Sanitary Superintendent of the work performed in the Borough of Queens. Ordered on file.

BOROUGH OF RICHMOND.

Weekly reports from the Assistant Sanitary Superintendent of the work performed in the Borough of Richmond. Ordered on file.

Bureau of Records.

The following communications were received from the Registrar of Records:

First—Weekly report. Ordered on file.

Second—Reports on applications to record corrected certificates.

On motion, it was

Resolved, That permission be and is hereby given to record corrected certificates relating to:

Nelson Beck, born November 20, 1902.

Myrtle May Smedley, born March 22, 1899.

Edward B. Riker, born April 1, 1908.

John H. F. Krummick, died December 25, 1907.

Ernest Burge, died August 3, 1908.

John J. Graham, died August 11, 1908.

Francia J. Daly, died August 18, 1908.

Karl S. Haaversen, died August 20, 1908.

Paul Spring, died September 1, 1908.

William T. Nealis, died September 9, 1908.

Wolff Levine, died September 19, 1908.

Lucy Albano, died September 29, 1908.

Caroline Block, died September 30, 1908.

Bernard McCloskey, died October 2, 1908.

Michael Heernkind, died October 4, 1908.

Charles Albrecht, died October 6, 1908.

Isidor Goldschmidt, died October 7, 1908.

Edward Russell Shilstone, died October 9, 1908.

Jacob Januszewski, died May 28, 1908.

Third—Reports on applications to file delayed and imperfect certificates.

On motion, it was

Resolved, That the Registrar of Records be and is hereby directed to file in the volume of "Delayed and Imperfect Certificates" the following certificates:

Jennie L. Lave, born March 12, 1901.

Dora Luskin, born October 10, 1902.

George Coulman, born December 31, 1902.

John C. Goodwin, born July 15, 1902.

William Braunstein, born July 20, 1903.

Eugene Shields, born December 7, 1901.

John A. Tannotti, born July 19, 1902.

John F. Egan, born September 29, 1903.

Matilda Klein, born November 22, 1902.

Blanche Binder, born April 20, 1903.

Addie Berkowitz, born February 21, 1901.

Mansie Berkowitz, born February 4, 1903.

Herman Katins, born January 1, 1904.

Robert L. Fitkin, born October 8, 1903.

Francis R. Smith, born May 7, 1903.

Edward Sweeney, born November 22, 1903.

Josephine Moore, born October 23, 1902.

Catharine Popp, born February 10, 1903.

Mark Kaplan, born August 9, 1902.

Kate Moson, born September 12, 1902.

Edward H. Reilly, born October 5, 1902.

Thomas Schleicher, born August 27, 1903.

Maurice Salwen, born December 7, 1902.

Charles J. Sanders, born September 26, 1902.

Philip Schaffel, born October 20, 1902.

Hyman Schneider, born December 3, 1902.

Warren Schmelz, born February 25, 1903.

Marjory L. Schuster, born July 22, 1903.

Marian R. Scanferti, born June 6, 1902.

Isidor Seidman, born July 21, 1902.

Sam Shiffman, born March 5, 1902.

Joseph Short, born September 12, 1902.

Jake Sobin, born January 14, 1902.

Simon Soffian, born July 11, 1902.

Samuel Stamer, born August 30, 1902.

Teresa Stanek, born July 10, 1902.

Rose Stein, born July 28, 1902.

Harry Sternberg, born July 19, 1904.

Abe Straum, born September 4, 1902.

Sam Tolsonsky, born September 18, 1902.

Frank Torre, born August 30, 1903.

Joseph Walker, born January 17, 1903.

Blanche Waterbury, born March 16, 1900.

Gertrude K. Weeril, born November 30, 1903.

Lilie Wolkenstein, born May 6, 1902.

Carry Zucker, born October 17, 1903.

George A. Hendra, born March 2, 1902.

Mary Hillner, born November 3, 1902.

Eliza Horn, born March 10, 1902.

Bertha Isenberg, born March 15, 1903.

Katie Israel, born June 17, 1902.

Maurice Israel, born December 1, 1900.

Tessie L. Kahn, born January 20, 1903.

Sally Kassel, born October 7, 1902.

James Kelly, born November 9, 1903.

Eva Kline, born July 10, 1904.

Annie Kraiman, born August 21, 1903.

Therese Kramer, born November 18, 1902.

Gertrude Lazast, born December 22, 1903.

Katie Lieblich, born August 21, 1902.

Ire Lebowitz, born August 12, 1901.

Benjamin Leipuner, born June 22, 1903.

Albert H. Leussen, born May 18, 1902.

Herman Levi, born September 2, 1904.

Abe Levitas, born January 21, 1902.

Josephine R. Lewis, born February 22, 1901.

Salomon Lewis, born September 22, 1902.

Harry Lewkowitz, born November 17, 1903.

Minnie Lober, born December 25, 1902.

Isidore Altman, born October 25, 1902.

Lottie Barth, born September 8, 1902.

Harvey M. Behn, born September 19, 1903.

Sarah Bernstein, born March 9, 1903.

Sarah Blatt, born March 16, 1902.

David Canton, born July 23, 1902.

Julius Chasnow, born July 24, 1902.

Philip Cohen, born September 10, 1902.

Gussie Dak, born September 26, 1904.

Yettie Elhrich, born January 27, 1903.

Philip Feinman, born March 9, 1902.

Samuel Feldstein, born May 10, 1903.

Amelia Pickar, born December 22, 1901.

Alexander Frey, born June 15, 1902.

Louis Glass, born September 10, 1903.

Aaron Greengold, born September 17, 1903.

Edward Gruenstein, born August 17, 1902.

Walter Goodman, born January 9, 1902.

Beatrice Grossman, born October 1, 1903.

Robert S. Guterman, born October 12, 1902.

Stanley D. Haas, born October 29, 1902.

Ruth Hamer, born March 28, 1901.

Ida Handman, born January 15, 1902.

Lena N. Hawkins, born April 12, 1902.

Frederick W. A. Maaz, born March 9, 1903.

Dinah Meyers, born June 6, 1902.

Delta Mille, born April 12, 1903.

Samuel Mintzer, born September 14, 1902.

Paul Moore, born December 1, 1902.

Lena Munz, born March 25, 1902.

Hosterina Nanni, born December 17, 1902.

Isle Namewirth, born September 15, 1902.

Rosie Ostreicher, born July 27, 1901.

Samuel Ostreicher, born June 16, 1903.

Benjamin Pernan, born April 9, 1903.

Sadie Peyster, born September 10, 1902.

Harry Pollack, born September 25, 1902.

Mamie Port, born March 17, 1903.

Bertha Raderman, born May 30, 1902.

Ethel J. Reich, born November 12, 1902.

Anna Reilly, born October 6, 1902.

Bennie Reznik, born August 7, 1903.

Ethel Robbins, born June 22, 1902.

Hugo M. Rosenfeld, born October 2, 1902.

Gurtie Rosentini, born June 15, 1903.

Philip Rosenthal, born August 30, 1904.

Lena Rosenzweig, born May 28, 1902.

Robert Rowold, born September 20, 1902.

Ruth C. Baker, born August 12, 1903.

Ralph E. Crookston, born September 11, 1902.

Elizabeth A. McGee, born September 24, 1903.

Thomas R. Owens, born February 12, 1904.

Alfred L. Owens, born December 11, 1902.

Jann P. Rosston, born August 5, 1902.

Bartolomeo Basile, born June 11, 1904.

Antonio Basile, born May 5, 1907.

Edith Swick, born March 17, 1907.

Edna W. M. Weinkauf, born May 27, 1907.

Leave of Absence.

Reports on applications for leave of absence.

On motion, it was

Resolved, That leave of absence be and is hereby granted as follows:

BOROUGH OF MANHATTAN.

of the said Board of Estimate and Apportionment in so far as said resolution may refer to the purchase or awarding of contracts for furnishing the necessary labor and material required to install plumbing and heating apparatus in the dining hall, dormitory, Nurses' Home and several other buildings at the sanatorium for the care and treatment of persons living in The City of New York suffering with tuberculosis, located at Otisville, Town of Mount Hope, Orange County, N. Y., at a cost not exceeding five thousand dollars (\$5,000).

Resolved, That the Board of Health of the Department of Health of The City of New York hereby requests the Board of Estimate and Apportionment to release the said Board of Health from the provisions of a certain resolution adopted by the said Board of Estimate and Apportionment December 6, 1907, in and by which said resolution the Bureaus and Divisions of the City Government were directed until further notice not to incur any new or additional indebtedness payable from the funds provided by the issue of Corporate Stock heretofore authorized without the approval of the said Board of Estimate and Apportionment in so far as said resolution may refer to awarding of contract for the installation of electric generating plant for the Kingston Avenue Hospital buildings, at Kingston Avenue and Fenimore street, Borough of Brooklyn, at a cost not exceeding sixteen thousand dollars (\$16,000).

Estimates for furnishing the necessary labor and material required to overhaul and repair boiler No. 3 at the Kingston Avenue Hospital, Borough of Brooklyn, were received as follows:

A. P. Gerald Company,	\$585.60
Babcock & Wilcox	595.00
L. C. Smith	625.00

On motion, it was

Resolved, That the bid or estimate of the A. P. Gerald Company, of Jersey City, N. J., to furnish the necessary labor and material required to overhaul and repair boiler No. 3 at the Kingston Avenue Hospital, Borough of Brooklyn, made as provided by requisition No. 3454 and in accordance with the specifications for the sum of \$585.60, be and the same is hereby accepted, and the President of this Board is requested to cause the order for the articles contained in such requisition to be given.

Estimates for furnishing the necessary labor and material to erect a composition flooring in the work room, refrigerator room, first floor toilet, entrance landing of stairs, second story toilet, help's bath room, and second story porch in the additions recently constructed to the dining pavilion at the sanatorium for the care and treatment of persons living in The City of New York, suffering with tuberculosis, located at Otisville, Town of Mount Hope, Orange County, N. Y., were received as follows:

Asbestolith Manufacturing Company	\$1,414.00
Ronald Taylor	2,195.00
Marbleloid Company	964.00

On motion, it was

Resolved, That the bid or estimate of the Marbleloid Company, of Nos. 949 and 951 Marbridge Building, Broadway and Thirty-fourth street, New York City, to furnish the necessary labor and material to erect a composition flooring in the work room, refrigerator room, first floor toilet, entrance landing of stairs, second story toilet, help's bath room, and second story porch in the additions recently constructed to the dining pavilion at the sanatorium for the care and treatment of persons living in The City of New York, suffering with tuberculosis, located at Otisville, Town of Mount Hope, Orange County, N. Y., made as provided by requisition No. 3233, and in accordance with the specifications prepared by John V. Van Pelt, architect, attached thereto, for the sum of \$964, be and the same is hereby accepted, and the President of this Board is requested to cause the order for the articles contained in such requisition to be given.

On motion, it was

Resolved, That the Board of Estimate and Apportionment be and is hereby requested to transfer the sum of forty-one thousand two hundred and twenty-five dollars (\$41,225) from the appropriations made to the Department of Health for the year 1908, entitled and as follows:

General Administration—Supplies	\$500.00
Contingencies	1,500.00

Telephones, Rental of:

The Bronx, including Riverside Hospital	500.00
Tuberculosis Sanatorium, Otisville	600.00

Borough Administration of Sanitation and Prevention of Contagious Diseases—	
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The Bronx:

Maintenance	300.00
Equipment	300.00

Brooklyn:

Maintenance	500.00
Equipment	400.00

Division of Communicable Diseases—Equipment	1,500.00
Supplies	2,600.00

Laboratories—	
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Research Laboratory:

Maintenance	350.00
Equipment	100.00

Vaccine Laboratory:

Equipment	150.00
Supplies	800.00

Chemical Laboratory:

Equipment	800.00
Supplies	300.00

Drug Laboratory:

Maintenance	200.00
Equipment	700.00

Hospitals—	
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Riverside:

Maintenance	700.00
Willard Parker and Reception:	1,000.00

Equipment

Supplies	2,000.00
Kingston Avenue:	2,000.00

Equipment

Supplies	10,000.00
Tuberculosis Sanatorium, Otisville:	3,500.00

Equipment

Supplies	3,000.00
Contingencies	2,000.00

Hospital Clinic for Contagious Eye Diseases, Manhattan:

Equipment	200.00
Miscellaneous—	

Support of Ambulance Service:

Queens	2,225.00
Abatement of Nuisances:	

Brooklyn

Richmond	2,300.00
	\$41,225.00

—the same being in excess of the amounts required for the purposes thereof, to the appropriations made to said Department for said year, entitled and as follows:

General Administration—	
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Maintenance

Equipment	3,400.00
Telephones, Rental of:	450.00

Queens, including hospital service

Borough Administration of Sanitation and Prevention of Contagious Diseases—	
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Manhattan:

Supplies	500.00
Contingencies	5,500.00

The Bronx:	
Supplies	500.00
Contingencies	100.00
Brooklyn:	
Supplies	2,725.00
Contingencies	3,500.00
Queens:	
Maintenance	350.00
Equipment	500.00
Supplies	650.00
Contingencies	1,000.00
Richmond:	
Maintenance	1,100.00
Equipment	500.00
Supplies	400.00
Contingencies	700.00
Division of Communicable Diseases—	
Maintenance	900.00
Contingencies	4,500.00
Laboratories—	
Drug Laboratory:	
Supplies	4,450.00
Hospitals—	
Riverside:	
Supplies	6,500.00
Hospital Clinic for Contagious Eye Diseases, Manhattan:	
Supplies	150.00
Tuberculosis Sanatorium, Otisville:	
Maintenance	1,000.00
Miscellaneous—	
Support of Ambulance Service:	
Brooklyn	
Total	\$41,225.00

—the amount of said appropriation being insufficient.

Resolved, That the Board of Estimate and Apportionment be and is hereby requested to transfer the sum of fifty-three thousand seven hundred dollars (\$53,700) from the appropriations made to the Department of Health for the year 1908, entitled and as follows:

General Administration—Salaries:	Salaries:
Office of Superintendent of Hospitals	\$3,300.00
Office of Law Clerk	200.00
Borough Administration of Sanitation and Prevention of Contagious Diseases—	
Manhattan:	
Salaries:	
Office of Assistant Sanitary Superintendent	2,200.00
Office of Assistant Registrar of Records	700.00
Division of Inspections:	
Sanitary Inspection—i. e., Special Inspection, District Inspection, Mercantile House Inspection, Lodging House Inspection	4,400.00
Food, Fruit, Meat and Fish Inspection	1,500.00
Division of Medical Inspection (School and District)	500.00
Sanitary Police	3,000.00
The Bronx:	
Salaries:	
Office of Assistant Chief Clerk	2,000.00
Brooklyn:	
Salaries:	
Office of Assistant Sanitary Superintendent	800.00
Office of Assistant Registrar of Records	800.00
Division of Inspections:	
Food, Fruit, Meat and Fish Inspection	4,000.00
Sanitary Police	1,300.00
Queens:	
Salaries:	
Office of Assistant Chief Clerk	700.00
Division of Inspections:	
Food, Fruit, Meat and Fish Inspection	200.00
Richmond:	
Salaries:	
Office of Assistant Chief Clerk	2,000.00
Division of Communicable Diseases—	
Salaries:	
District Inspection, Medical Inspection, Tuberculosis Nurses:	2,000.00
Manhattan	500.

Division of Inspections:	
Sanitary Inspection, Special Inspection, District Inspection, Mercantile House Inspection, Lodging House Inspection.	1,500 00
Richmond:	
Salaries:	
Office of Assistant Sanitary Superintendent (Including School and District Medical Inspection).	4,200 00
Office of Assistant Registrar of Records.	625 00
Division of Inspections:	
Sanitary Inspection.	3,800 00
Sanitary Police.	1,000 00
Division of Communicable Diseases:	
Salaries:	
Clinics for Treatment of Communicable Pulmonary Diseases, Attending Physicians and Nurses:	
Manhattan.	375 00
The Bronx.	375 00
Brooklyn.	375 00
Hospitals:	
Willard Parker and Reception:	
Salaries.	5,000 00
Riverside:	
Salaries.	8,000 00
Tuberculosis Sanatorium, Otisville:	
Salaries.	1,800 00
Total.	\$53,700 00

the amount of said appropriations being insufficient.

Report that the cause for the order of vacation issued by the Board of Health against Payton's Theatre, located at Nos. 25-31 Lee avenue, Borough of Brooklyn, August 9, 1905, had been removed was received, and, on recommendation of the Sanitary Superintendent, it was

Resolved, That the order of vacation issued by the Board of Health August 9, 1905, against Payton's Theatre, Nos. 25-31 Lee avenue, Borough of Brooklyn, be and the same is hereby rescinded.

The application of Price & Hillman for the approval of the site No. 419 East One Hundred and Fourth street, Borough of Manhattan, for the location of a poultry slaughter house was received, and, on recommendation of the Sanitary Superintendent, it was

Resolved, That the site No. 419 East One Hundred and Fourth street, Borough of Manhattan, upon which Price & Hillman propose to locate a poultry slaughter house, be and the same is hereby approved.

The application of the New York Live Poultry Company for the approval of the site No. 268 Water street, Borough of Manhattan, for the location of a poultry slaughter house was received, and, on recommendation of the Sanitary Superintendent, it was

Resolved, That the site No. 268 Water street, Borough of Manhattan, upon which the New York Live Poultry Company propose to locate a poultry slaughter house, be and the same is hereby approved.

Report of the death from rabies on October 6, of Mrs. Day, a patient of A. O. Buck, M. D., of Elizabeth, N. J., was received and ordered on file.

Reports of the preventive hydrophobia treatment sent to Dr. G. F. Ralston, Atlantic City, N. J.; Dr. C. Schmitz, Cleveland, Ohio; Dr. H. R. Dickey, Norfolk, Va.; Boston City Hospital, Boston, Mass., and Dr. M. J. Kelly, Watertown, Mass., three cases, at a charge of \$25 for each case, were received, approved and ordered on file.

Report of the commencement of the preventive hydrophobia treatment by Patrick Hagan, No. 971 Dean street, Borough of Brooklyn, was received, approved and ordered on file.

Report of the preventive hydrophobia treatment sent to the Rhode Island Hospital, Providence, R. I., at a charge of \$20, as per resolution of the Board dated February 29, 1908, was received, approved and ordered on file.

On motion, it was

Resolved, That the charge for the preventive hydrophobia treatment sent to Dr. Galloway, Rahway, N. J., be and the same is fixed at the rate of \$2.50 for postage, owing to the pecuniary circumstances of the patient.

Certain applications for certificates of employment were received and the evidence submitted as to the age of the applicants being in accordance with the requirements of the law relating to the employment of women and children in mercantile and other establishments, as amended, it was

Resolved, That the Sanitary Superintendent be and is hereby directed to cause certificates of employment to be issued to the following named applicants, the applications of whom are recorded as being in compliance with the requirements of the law relating to the employment of women and children in mercantile and other establishments:

BOROUGH OF MANHATTAN.

Stanislaus Stehlík.
Nathan Nagel.
Philip Knopf.
Uhr Leib Kalnitsky.
Isidor Schukind.
Rebecca Schubick.
Chaje Rawicz.
Max Geiger.
Isaac Silberman.
Michael Katchke.
Pauline Sherman.

Harry Weinstein.
Estell Schwain.
John Meilen.
Louis Cantor.
Jacob Thomashow.
Rebecca Fried.
Tillie Reiter.
Isidor Levitas.
Nandel Steinberg.
Max Levinson.
Florence Weitzman.

BOROUGH OF THE BRONX.

Kaldwin Carlson.
Ruth Sakrais.

Isadore Goldstein.
Emma Goldstein.

BOROUGH OF BROOKLYN.

Frank Hamann.
Joseph Kappel.
Charles Kaufman.

Harry Weinreich.
Lizzie Hibenschmidt.

On recommendation of the Corporation Counsel, it was
Resolved, That the Registrar of Records be and is hereby directed to record the birth of the following named persons in a special book kept for such purpose in the Bureau of Records of the Department of Health, pursuant to the provisions of section 1241, chapter 466 of the Laws of 1901:

Lena Fuchs, born December 25, 1893.

Isidor Berlinger, born May 4, 1894.

William H. Atcheson, born February 23, 1894.

Jessie Crosby, born July 28, 1893.

Isidor Goldfuss, born August 20, 1894.

Frank Grala, born December 6, 1902.

Harold P. Houle, born July 3, 1893.

Milo J. Bushnell, born March 10, 1893.

Geo. Jos. Keevil, born September 4, 1894.

Harry Maehl, born October 5, 1894.

George McKechnie, Jr., born August 19, 1893.

George Arthur Rowe, born March 22, 1893.

William Schwartz, born December 21, 1893.

Robert Rivkin, born October 4, 1898.

Herbert W. Shiers, born September 8, 1893.

Harold Seligman, born November 10, 1892.

Giuseppe Girelli, born December 12, 1906.

A list of articles at the Riverside Hospital, Borough of The Bronx, unfit for further use, was received and, on motion, it was

Resolved, That the Hospital Physician of the Riverside Hospital be and is hereby directed to cause the old and worn out articles at the Riverside Hospital, Borough of The Bronx, unfit for further use, enumerated in a list submitted by said Hospital Physician October 12, 1908, to be condemned and destroyed under the direction and in the presence of said Hospital Physician, and a report thereof to be prepared and submitted to this Board.

Report of the Assistant Chief Clerk assigned to duty in the Borough of Queens recommending the condemnation of certain articles belonging to the Department of Health unfit for further use was received, and on recommendation it was

Resolved, That the Assistant Chief Clerk in the employ of the Department of Health, assigned to duty in the Borough of Queens, be and is hereby directed to cause the old and worn out articles at the Department stable located in the Borough of Queens, unfit for further use, enumerated in a list submitted by said Assistant Chief Clerk, September 30, 1908, to be condemned and destroyed under the direction and in the presence of said Assistant Chief Clerk, and a report thereof to be prepared and submitted to this Board.

A report of the Chief Clerk, Borough of Manhattan, in reference to the destruction of the old and worn out articles in the cellar of the Department Building, comprising old lodging house registers, for the years 1902 to 1906, unfit for further use, was received and approved and ordered on file.

A communication was received from the Municipal Civil Service Commission consenting to the transfer of Bruno S. Horowitz from the position of Medical Clerk to that of Medical Inspector, with salary at the rate of \$1,200 per annum, and on motion, it was

Resolved, That Bruno S. Horowitz, M. D., of No. 142 West One Hundred and Twelfth street, Borough of Manhattan, a Medical Clerk in the Department of Health, assigned to duty in the Division of Communicable Diseases, Borough of Manhattan, be and is hereby transferred to the position of Medical Inspector in the Division of Communicable Diseases, Borough of Manhattan, with salary at the rate of \$1,200 per annum, pursuant to the rules and classification of the Municipal Civil Service Commission, to date from and after October 8, 1908.

On motion, the following transfers and details were approved:

Maxwell Volk, M. D., Medical Inspector, Division of Contagious Diseases (C. H.), Borough of Richmond, detailed to the Division of Contagious Diseases (C. H.), Borough of Brooklyn, to take effect October 9, 1908.

Joseph T. Low, Jr., M. D., Medical Inspector, Division of Contagious Diseases (C. H.), Borough of Manhattan, detailed to the Division of Contagious Diseases (C. H.), Borough of Richmond, to take effect October 9, 1908.

Jerome McNally, Clerk, Division of Contagious Diseases, Borough of Brooklyn, detailed to the Division of Contagious Diseases (C. H.), Borough of Brooklyn, to take effect October 9, 1908.

John H. Smyth, Clerk, office of the Assistant Chief Clerk, Borough of Queens, detailed to the Division of Contagious Diseases, Borough of Queens, to take effect October 1, 1908.

Francis L. Duffy, Clerk, Division of Contagious Diseases, Borough of Queens, detailed to the Division of Inspections, Borough of Brooklyn, to take effect October 16, 1908.

Joseph P. Burns, Clerk, Division of Inspections, Borough of Brooklyn, detailed to the Division of Contagious Diseases, Borough of Queens, to take effect October 9, 1908.

George A. Cotton, Clerk, Chemical Laboratory, Borough of Manhattan, detailed to the Division of Contagious Diseases (C. H.), Borough of Manhattan, to take effect October 14, 1908.

Mary E. O'Toole, Typewriting Copyist, from the Bureau of Records, Borough of Manhattan, to the Bureau of Records, Borough of The Bronx, to take effect October 1, 1908.

Report of the transfer of Patrolman James F. Nilan from the Sanitary Police Squad to Traffic Precinct C, and of Patrolman John H. Cunningham, of the Twenty-eighth Precinct to the Sanitary Police Squad, to take effect October 8, 1908, was received, and approved and ordered on file.

On motion, it was

Resolved, That Chauncey P. Biggs, M. D., be and is hereby appointed Physician to the Sanatorium for the care and treatment of persons living in The City of New York, suffering with tuberculosis, located at Otisville, Town of Mt. Hope, Orange County, N. Y., to date from October 15, 1908, with maintenance.

On motion, it was

Resolved, That W. L. Rathbun, M. D., be and is hereby appointed a Hospital Physician in this department, and assigned to duty at the Sanatorium for the care and treatment of persons living in The City of New York, suffering with tuberculosis, located at Otisville, Town of Mt. Hope, Orange County, N. Y., with salary at the rate of \$1,200 per annum, pursuant to the rules and classification of the Municipal Civil Service Commission, to date from and after October 14, 1908.

On motion, it was

Resolved, That the following named persons be and they are hereby appointed Pathologists in the Department of Health, and assigned to duty in the Research Laboratory, Borough of Manhattan, with salary at the rate of \$1,200 per annum, pursuant to the rules and classification of the Municipal Civil Service Commission, to date from and after October 8, 1908:

Caroline R. Gurley, No. 1829 Washington avenue, Manhattan.

William H. Moylan, No. 241 McDonough street, Brooklyn.

Resolved, That Charles Hochleiner, of No. 1 West One Hundred and Twelfth street, Borough of Manhattan, be and is hereby appointed an Inspector of Foods (milk) in the Department of Health, and assigned to duty in the Division of Inspections, Borough of Manhattan, for duty outside The City of New York, pursuant to the rules and classification of the Municipal Civil Service Commission, with salary at the rate of \$1,200 per annum, to date from and after October 10, 1908.

Resolved, That A. Vincent Rochester, of No. 845 Lexington avenue, Borough of Manhattan, be and is hereby appointed an Inspector of Foods (milk), in the Department of Health, and assigned to duty in the Division of Inspections, Borough of Manhattan, for duty outside The City of New York, pursuant to the rules and classification of the Municipal Civil Service Commission, with salary at the rate of \$1,200 per annum, to take effect October 15, 1908.

Approval of the Municipal Civil Service Commission of the leave of absence without pay granted to Maurice Domohue, Clerk, Borough of Manhattan, for one month from September 10, 1908, was received and ordered on file.

On recommendation of the Sanitary Superintendent it was

Resolved, That the resolution adopted by this Board September 30, 1908, granting leave of absence without pay to W. H. Stewart, M. D., a Sanitary Inspector in the employ of the Department of Health, assigned to duty in the Division of Inspections, Borough of Brooklyn, from October 1 to 3, 1908, inclusive, be and the same is hereby rescinded.

The application of Paul Rabinowitz, Clerk, first grade, in the employ of the Department of Health, assigned to duty in the Division of Contagious Diseases (C. H.), Borough of Manhattan, for leave of absence without pay, for October 10, 1908, was received, and, on motion, it was

Resolved, That leave of absence without pay be and is hereby granted to Paul Rabinowitz, a Clerk of the first grade, assigned to duty in the Division of Contagious Diseases (C. H.), Borough of Manhattan, for one day, October 10, 1908.

The application of Max Lippmann, an Inspector of Foods (milk), in the employ of the Department of Health, assigned to duty in the Division of Inspections, Borough of Manhattan, for leave of absence without pay, for October 6, 1908, was received, and, on motion, it was

Resolved, That leave of absence without pay be and is hereby granted to Max Lippmann, an Inspector of Foods (milk), assigned to duty in the Division of Inspections, Borough of Manhattan, for one day, October 6, 1908.

The resignation of William G. Domohue, Inspector of Foods (milk), assigned to duty in the Division of Inspections, Borough of Manhattan, was received and accepted, to take effect October 6, 1908.

The resignation of Cyrus W. Field, Assistant Director, assigned to duty in the Research Laboratory, Borough of Manhattan, was received and accepted, to take effect November 1, 1908.

The resignation of Caroline R. Gurley, Laboratory Assistant, assigned to duty in the Research Laboratory, Borough of Manhattan, was received and accepted, to take effect October 7, 1908.

The resignation of Robert A. Wacker, Laboratory Assistant, assigned to duty in the Division of Communicable Diseases, Borough of Manhattan, was received and accepted, to take effect October 10, 1908.

The resignation of Lizzie O'Keeffe, a Domestic, assigned to duty in the Research Laboratory, Borough of Manhattan, was received and accepted, to take effect October 7, 1908.

On motion, the Board adjourned.

EUGENE W. SCHEFFER, Secretary.

POLICE DEPARTMENT.

November 5, 1908.

The following proceedings were this day directed by the Police Commissioner: Bids for furnishing cloth for uniforms of members of the Police Force were opened and read this day, as follows:

	Thomas Oakes & Co.	S. Stater & Sons (Incorporated)	Waterloo Woolen Manufacturing Company
Fine Beaver overwelling.....	.....	\$3.25	\$3.00
Range A.....	\$3.60	.....	.....
Range B.....	\$3.95	.....	.....
Fine heavy (winter) dreskin.....	.....	3.00	2.90
Range A.....	3.20	.....	.....
Range B.....	2.45	.....	.....
Fine (spring) dreskin, for trousers.....	.....	2.68	2.60
Range A.....	3.05	.....	.....
Range B.....	3.45	.....	.....
Fine Hannel (summer cloth).....	.....	1.90	1.90
Range A.....	2.20	.....	.....
Range B.....	1.90	.....	.....
Fine dress cloth (for dress coats).....	.....	3.50	3.00
Range A.....	4.30	.....	.....
Range B.....	3.00	.....	.....
Fine dress coat cloth (imported).....	.....	4.45	.....

On reading and filing communication from the Commissioner of the Department of Water Supply, Gas and Electricity, dated October 31, 1908, returning specifications for electrical equipment in the Police Department stable, Nos. 153 and 155 East Thirty-second street, and approving the paragraph inserted therein.

Ordered, That the Chief Clerk be and is hereby directed to advertise for proposals in form approved by the Corporation Counsel.

Ordered, That the Municipal Civil Service Commission be respectfully informed regarding the names certified on eligible list dated October 22, 1908, from which to appoint one Deckhand, that Edward Williams declined to accept such position and Emil Desteli and Hans C. Norsk could not be found at the addresses given.

Ordered, That requisition be and is hereby made upon the Municipal Civil Service Commission for a further eligible list from which to enable the Police Commissioner to appoint one Deckhand for duty on the steam vessel "Patrol," with compensation at the rate of \$720 per annum.

Granted.

Application of Albert Moseley, Steward, steam vessel "Patrol," for a ten days' leave of absence without pay, in addition to regular vacation, commencing November 12, 1908.

Permission to James J. Gegan, first grade Detective, Detective Bureau, Manhattan, to receive reward of \$20 from United States Navy for arrest of deserter. With usual deduction.

Masquerade Ball Permits Granted.

L. Golug, Great Central Palace, Manhattan, November 6; fee, \$10.
L. Roth, Lenox Assembly Rooms, Manhattan, December 5; fee, \$10.
G. Lindstrom, Teutonia Hall, Brooklyn, November 2; fee, \$5. (One Hundred and Seventy-first Precinct.)
A. Rosenberg, Teutonia Hall, Brooklyn, November 6; fee, \$10. (One Hundred and Fifty-ninth Precinct.)
A. Rosenberg, Teutonia Hall, Brooklyn, November 7; fee, \$10.
J. S. Mahoney, New Plaza Hall, Brooklyn, November 7; fee, \$10.
A. Rosenberg, Teutonia Hall, Brooklyn, November 13; fee, \$10.
E. A. Dests, Prospect Hall, Brooklyn, December 2; fee, \$10.
D. Henri, Breitkopf's Congress Hall, Brooklyn, December 19; fee, \$10.
F. Skohn, International Hall, Queens, November 2; fee, \$5.
F. Hettinger, Hettinger's Broadway Hall, Queens, November 7; fee, \$10.

On File, Send Copy.

Reports of Lieutenant in command of Boiler Squad, dated October 31 and November 2, 1908, relative to engineers' licenses granted. For publication in the City Record.

Special Order No. 285, issued this day, is hereby made part of the proceedings of the Police Commissioner.

Special Order No. 285.

The following transfers and assignments are hereby ordered:

To take effect 8 p. m., November 6, 1908:

Patrolmen.

Thomas B. Hickman, from Two Hundred and Ninety-second Precinct to Two Hundred and Seventy-fifth Precinct; Christopher Ryan, from One Hundred and Forty-third Precinct to One Hundred and Sixty-fourth Precinct; William J. Gillen, from One Hundred and Sixty-first Precinct to Brooklyn Borough Headquarters Squad, duty in Bureau of Information; Thomas F. Wade, from Thirty-third Precinct to Sixteenth Precinct; Edward McNamara, from Thirty-third Precinct to Sixteenth Precinct; Hugh Meyers, Fifteenth Inspection District, remained from duty in plain clothes and transferred to One Hundred and Seventy-second Precinct; Monroe S. Green, One Hundred and Fifty-seventh Precinct, transferred to Fifteenth Inspection District and assigned to duty in plain clothes.

The following temporary assignments are hereby ordered:

Lieutenant.

James A. Walsh, Seventy-seventh Precinct, assigned to command precinct during absence of Captain James McGlynn on vacation, from 12 noon, November 6, 1908.

Sergeants.

James Farrell, Second Precinct, assigned as Acting Lieutenant in precinct during absence of Lieutenants at trial room, November 5, 1908; William Garner, Seventy-seventh Precinct, assigned as Acting Lieutenant in precinct during temporary assignment of Lieutenant James A. Walsh, in command of precinct, from 12 noon, November 6, 1908; Michael J. Hickey, Sixty-sixth Precinct, assigned to Seventy-seventh Precinct during temporary assignment of Sergeant William Garner as Acting Lieutenant, from 12 noon, November 6, 1908; Michael J. O'Grady, Forty-third Precinct, assigned as Acting Lieutenant in precinct during absence of Lieutenant George G. Farr at court, from 8 a. m., November 4, 1908; Charles Kelk, Sixty-sixth Precinct, assigned to Sixty-eighth Precinct during absence of Sergeant John M. De Lay at Central Office, from 8 a. m., November 4, 1908; John F. Kennedy, One Hundred and Fifty-sixth Precinct, assigned as Acting Lieutenant in precinct during absence of Lieutenant Edward J. McGlynn at Supreme Court, Brooklyn, from 8 a. m., November 4, 1908; John T. Tomford, One Hundred and Sixty-fifth Precinct, assigned to One Hundred and Sixty-sixth Precinct during absence of Sergeant Charles Pugh on vacation, from 8 a. m., November 4, 1908.

Patrolman.

Julius F. Popp, Fifteenth Precinct, assigned to clerical duty in precinct during absence of Patrolman Joseph L. Unger on vacation, from 12 noon, November 9, 1908.

The following extensions of temporary assignments are hereby ordered:

Sergeant.

Michael J. Fitzgerald, One Hundred and Fourth Precinct, in Central Office Squad, duty in Second Deputy Commissioner's office for ten days, from 12 noon, November 5, 1908.

Patrolmen.

Joseph Weekesser, Harbor Precinct, Station B, assisting Mechanic, for thirty days, from 8 a. m., November 6, 1908; James O'Neil, Ninth Precinct to Harbor Precinct, for thirty days, from 8 a. m., November 6, 1908.

The following members of the Department are excused for eighteen hours, as indicated:

Captains.

Thomas W. Walsh, Forty-third Precinct, from 8 a. m., November 6, 1908, with permission to leave city; Denis J. Brennan, Sixty-sixth Precinct, from 9 a. m., November 7, 1908; John J. Farrell, Thirty-third Precinct, from 2 p. m., November 4, 1908, with permission to leave city; William H. Shaw, Fifteenth Precinct, from 1 p. m., November 6, 1908; John F. Gardiner, Two Hundred and Seventy-seventh Precinct, from 9 a. m., November 5, 1908.

Acting Captains.

Dominick Henry, Sixteenth Precinct, from 9 a. m., November 6, 1908, with permission to leave city; Fred J. Mott, Harbor Precinct, from 8 a. m., November 5, 1908, with permission to leave city.

The following leaves of absence are hereby granted with full pay:

Captain.

James McGlynn, Seventy-seventh Precinct, for eighteen days (vacation), from 12 noon, November 6, 1908.

Patrolman.

John H. Tierney, Seventy-ninth Precinct, for three days, from 12:01 a. m., November 4, 1908.

The following members of the Force having been tried on charges before the Police Commissioner, the following fines are hereby imposed:

Captains.

John Daly, Twenty-sixth Precinct, failed to hold Lieutenants and Sergeants in reserve as directed; fined five days' pay. John Daly, Twenty-sixth Precinct, reduced detail without authority; failed to obey order of Inspector; fined five days' pay. Michael J. Reidy, Twenty-eighth Precinct, failed to provide proper Police protection as ordered; failed to take proper steps to prevent violation of law; fined five days' pay. Michael J. Reidy, Twenty-eighth Precinct, failed to hold Lieutenants and Sergeants in reserve as directed; fined five days' pay.

Acting Captain.

Thomas H. Murphy, Twenty-third Precinct, neglected to hold Lieutenants and Sergeants in reserve as ordered; fined five days' pay.

The following members of the Force having been tried on charges before a Deputy Commissioner, the following fines are hereby imposed:

Patrolmen.

John Mallon, First Precinct, absent from post; failed to notify station house; fined three days' pay. Thomas Foley, Ninth Precinct, loitering and in conversation; fined one day's pay. Thomas F. Dooley, Ninth Precinct, while driving patrol wagon allowed same to collide with electric light pole; fined two days' pay. Michael J. Coyne, Sixteenth Precinct, used unnecessary violence toward citizens; fined three days' pay. Harry J. Heron, Sixteenth Precinct, loitering and in conversation; fined one day's pay. Walter D. Simpson, Sixteenth Precinct, absent from post; failed to obtain permission; failed to make entry in memorandum book; fined one day's pay. William H. Harford, Sixteenth Precinct, suffering from some intoxicating agent; fined five days' pay. William H. Harford, Sixteenth Precinct, absent from reserve rollcall; fined two days' pay. William H. Fordham, Eighteenth Precinct, absent from post; fined three days' pay. Frank L. Malone, Eighteenth Precinct, did not properly patrol; fined two days' pay. Owen Smith, Twenty-second Precinct, absent from post; fined four days' pay. John C. Boerner, Twenty-sixth Precinct, did not properly patrol; fined one day's pay. John Murphy, Twenty-ninth Precinct, made use of insulting language to citizens; threatened citizen; fined two days' pay. Charles H. Pearsall, Thirty-first Precinct, did not properly patrol; fined one day's pay. Thomas Finegan, Thirty-third Precinct, under influence of some intoxicating agent; fined ten days' pay. Patrick McMahon, Thirty-fifth Precinct, did not properly patrol; fined one day's pay. Michael Murphy, Thirty-sixth Precinct, absent from post; fined two days' pay. Charles J. Meara, Forty-first Precinct, absent from post; fined one day's pay. Thomas J. Stephens, Forty-third Precinct, absent from post; fined three days' pay. Thomas J. McManus, Sixty-fifth Precinct, absent from special post; fined five days' pay. Edward Fitzgerald, Sixty-sixth Precinct, did not properly patrol; fined five days' pay. John Heidelbach, Sixty-eighth Precinct, absent from post; fined three days' pay. William Reiner, Sixty-eighth Precinct, absent from school crossing; fined one day's pay. Charles A. Neitner, Seventy-fourth Precinct, absent from post; fined one day's pay. Willis J. Payne, Seventy-fourth Precinct, did not properly patrol; fined five days' pay. Patrick S. McCarthy, Seventy-ninth Precinct, failed to place light on pile of ashes in street; fined one day's pay. Hugh McGuire, Seventy-ninth Precinct, loitering with Patrolman; fined one day's pay. Daniel D. Scannell, One Hundred and Fourth Precinct, absent from post; fined two days' pay.

The following members of the Force having been tried on charges before a Deputy Commissioner, are hereby reprimanded:

Lieutenants.

Felix McGarry, Sixty-sixth Precinct; Francis T. Waters, Traffic Precinct C.

Patrolmen.

William Kraus, First Precinct; Harry S. Smith, First Precinct; William A. Mahoney, First Precinct; Edward H. Blohm, Second Precinct; Herman C. Bum (two charges), Second Precinct; Basil G. Harpur, Fifth Precinct; William J. Condon, Fifth Precinct; John J. Cahill, Seventh Precinct; Robert D. Miller, Tenth Precinct; Dominic J. Gilgan, Eighth Precinct; Michael Kennedy, Sixteenth Precinct; Michael F. Murray, Tenth Precinct; Harry J. Heron, Sixteenth Precinct; Joseph Reynolds, Sixteenth Precinct; Jacob Horbeck, Seventeenth Precinct; Reuben R. Huntington, Seventeenth Precinct; Charles W. Thor, Twenty-second Precinct; John F. Hyland, Nineteenth Precinct; Henry Lustbader, Twenty-third Precinct; James McMahon, Twenty-third Precinct; John D. McIsaac, Twenty-fifth Precinct; Michael Hegarty, Twenty-fifth Precinct; John H. Feeley, Twenty-eighth Precinct; John J. McKeever, Twenty-eighth Precinct; John E. Cunningham, Thirty-sixth Precinct; James J. McCormack, Thirty-ninth Precinct; Walter Fitzgerald, Forty-first Precinct; James J. O'Rourke, Thirty-ninth Precinct; John W. Washburn, Seventy-ninth Precinct; Thomas McCarthy, Seventy-ninth Precinct; Peter Dillman, Traffic Precinct A; Joseph P. Detroit, Eighty-ninth Precinct; William J. O'Connor, Traffic Precinct A; Daniel O'Neill, Traffic Precinct A; Thomas M. Kerrigan, Traffic Precinct C; Michael Lyons, Traffic Precinct B; John E. Higgins, Bureau of Electrical Service; Michael B. McGrath, Bureau of Electrical Service; Edward F. Kahan, Bureau of Electrical Service; Matthew D. Kelly, Central Office.

The following members of the Force having been tried on charges before a Deputy Commissioner, the charges are hereby dismissed:

Captains.

William Hogan, First Precinct; Patrick J. Cray, Ninth Precinct.

Acting Captain.

Joseph Ivory, Twenty-first Precinct.

Lieutenant.

William A. Colarusso, Bureau of Electrical Service.

Patrolmen.

Harry S. Smith, First Precinct; Harry A. Ray, Second Precinct; Baxter G. Stephenson, Sixth Precinct; John J. Hallahan, Sixth Precinct; John J. Dougherty, Eighth Precinct; Henry A. Mallon, Fourteenth Precinct; Charles F. Baumann, Tenth Precinct; Michael J. Coyne, Sixteenth Precinct; James Gilhooley, Fifteenth Precinct.

Henry M. Gonder, Eighteenth Precinct; Clarence Wilson, Eighteenth Precinct; William F. Lovett, Twenty-eighth Precinct; David Levy, Twenty-fifth Precinct; Joseph F. X. Day, Thirty-second Precinct; George J. Green, Twenty-eighth Precinct; Harry B. Schapper, Forty-third Precinct; Edward A. Conrad, Thirty-sixth Precinct; Martin Walsh, Sixty-fifth Precinct; Cornelius P. O'Connell, Forty-third Precinct; John J. Cronin, Seventy-fourth Precinct; Walter L. Perkins, Sixty-eighth Precinct.

The following death is reported:

Lieutenant.

John Cahill, Thirty-third Precinct, at 11:15 p. m., November 4, 1908.

The following Special Patrolmen are hereby appointed:

To take effect November 4, 1908—Emil Fritschy, for New York Taxicab Company, No. 42 West Sixty-second street, Manhattan.

To take effect November 5, 1908—William Rose, for Broadway Central Hotel, No. 607 Broadway, Manhattan.

The resignations of the following Special Patrolmen are hereby accepted, and they are reappointed to take effect as of date indicated:

November 4, 1908—John G. Steiner, for L. Stanch, Newark House, Coney Island; Harry Wall, for William C. Redfield, No. 3 Tennis court, Brooklyn; Constant C. Immung and Jacob Reichle, for Long Island Railroad Company, Long Island City; Bernard Carley, for Holmes Electric Protective Company, No. 34 East Fourteenth street, Manhattan.

The resignations of the following Special Patrolmen are hereby accepted:

George G. Ossmann, employed by Interborough Rapid Transit Company, No. 13 Park row, Manhattan; John Fisher, employed by Mathias Kump, No. 48 Elm street, Maspeth, Long Island; Thomas A. Garry, employed by J. R. Williston & Co., No. 7 Nassau street, Manhattan.

The appointment of the following Special Patrolman is hereby revoked:

Edward Gaynor, employed by Alois Obert, Brooklyn Turn Hall, No. 351 Atlantic avenue, Brooklyn.

The appointments of the following Special Patrolmen, in the employ of the New York Taxicab Company, No. 42 West Sixty-second street, Manhattan, are hereby rescinded:

H. F. Schultz, George Pendleton, William Hicks, George Stover, H. Haines, James Cassidy, E. J. Kelly, George Wilson, Patrick Delaney, Frank Hard, John Levy, Harry S. Garrett, J. F. Higgins, Peter Riger, William Crimmins, Edward Schaefer, John Russel and Maurice J. McKeown.

THEO. A. BINGHAM, Police Commissioner.

POLICE DEPARTMENT

Sanitary Company (Boiler Squad),
November 6, 1908.

To the Police Commissioner:

Sir—In compliance with orders relative to engineers' certificates issued by me under section 312 of chapter 40 of the Laws of 1882 as amended, the following report will show the names of the persons to whom licenses were issued, class of license and location for the same during the twenty-four hours ending 12 midnight, November 6, 1908:

First Class.

Joseph Austin, No. 43 Exchange place.
Joseph Kaemmerer, No. 329 West Thirty-ninth street.
John K. Lynch, No. 52 Broad street.
Michael F. Mallon, No. 100 North Sixth street, Brooklyn.
Adolph Klein, Ames street, Brooklyn.
John McKay, East Seventeenth street, Brooklyn.

Second Class.

Edward Batty, No. 321 East Fifty-fifth street.
Stephen J. Doyle, No. 483 Bowery.
Rudolph Jonasch, No. 126 Wooster street.
Timothy Killoran, No. 201 East Eighty-sixth street.
George Korchot, No. 310 East Eleventh street.
Frank Milligan, No. 407 West Thirty-fourth street.
Daniel T. Riley, No. 213 West Forty-second street.
William J. Shannon, No. 101 Centre street.
John R. Trickey, No. 135 West Forty-seventh street.
Walter F. William, Fifth avenue and Eighty-second street.
James Johnson, No. 165 Atlantic avenue, Brooklyn.
Peter Collins, Browne street, Brooklyn.
Stephen A. Wright, No. 203 North Eighth street, Brooklyn.

Third Class.

Charles Anderson, No. 346 East Twenty-third street.
Frank Cunningham, Third avenue and Sixty-fifth street.
John J. Cassidy, No. 22 East Twenty-ninth street.
John F. Denon, No. 148 Barrow street.
John G. Davidsen, No. 37 Wall street.
Edward Fee, No. 56 Pine street.
Frank Girardi, near Seventieth street and Fifth avenue.
John C. Gaynor, No. 60 West Forty-seventh street.
Uriah Hutchinson, No. 2 Rector street.
Herman Hammer, No. 917 St. Nicholas avenue.
Adolph Horowitz, No. 177 Prince street.
Oscar Liebers, No. 269 Mercer street.
James McGroarty, Forty-second street and Sixth avenue.
Allan J. McDonell, No. 130 Pearl street.
Thomas McHugh, Third avenue and Sixty-fifth street.
John Natvig, Stapleton, S. I.
Christopher Remfeder, foot East Sixty-eighth street.
Albert L. Reynolds, foot east Seventy-fourth street.
Ellsworth N. Rhodes, No. 5 Sylvan place.
Henry T. Raffe, Kingsbridge, New York.
Paul R. Skoloda, No. 139 East Seventy-second street.
Robert A. Sherwood, Springville, S. I.
John Summers, No. 242 East One Hundred and Twenty-second street.
George W. H. Stein, Kingsbridge, New York.
James E. Smith, No. 356 West Fortieth street.
Anton Spleith, Pier 26, North River.
Henry Schrader, No. 115 East Eighty-third street.
William Vogel, No. 285 East One Hundred and Thirty-seventh street.
Theodore E. Weaver, No. 367 Sixth avenue.
August F. Gruber, Cross street, Brooklyn.
Granville Angevine, No. 16 East Twenty-third street, Brooklyn.
John J. O'Toole, No. 131 Pierrepont street, Brooklyn.
George H. Sitzaher, No. 1 Broadway.
James F. Carroll, Schenectady avenue, Brooklyn.
Henry A. Plotz, No. 163 Union avenue, Brooklyn.
John Ippen, No. 255 North Henry street, Brooklyn.
Patrick Scally, No. 120 Degraw street, Brooklyn.
David Dean, No. 547 Vernon avenue, Brooklyn.
William J. Drexler, No. 169 Knickerbocker avenue, Brooklyn.
Alexander Averill, No. 110 Wall street.
Patrick Kelly, No. 173 Engert street, Brooklyn.

The engineer's license of Engineer Peter Gannon has been revoked by order of the Police Commissioner October 31, 1908.

Respectfully,

HENRY BREEN, Lieutenant in Command.

POLICE DEPARTMENT.

Sanitary Company (Boiler Squad),
November 9, 1908.

To the Police Commissioner:

Sir—In compliance with orders relative to engineers' certificates issued by me under section 312 of chapter 40 of the Laws of 1882, as amended, the following report will show the names of the persons to whom licenses were issued, class of license and location for the same, during the twenty-four hours ending 12 midnight, November 6, 1908:

First Class.

Edward Baxter, No. 165 Broadway.
Joseph Goetz, No. 15 West Fourth street.
Michael J. Harkins, foot of East Twenty-sixth street.
Lemuel Russell, No. 358 Fifth avenue.
William Rose, No. 801 Seventh avenue.
Henry R. Searing, No. 328 East Twenty-sixth street.
John T. Taylor, No. 153 Fifth avenue.
Richard Steiger, No. 680 Linden street.
Adam Almendinger, No. 472 Knickerbocker avenue, Brooklyn.

Second Class.

William C. Baker, Amethyst and Victor street.
Herbert Frischlich, No. 403 East One Hundred and Third street.
Charles Gebhard, No. 93 Prince street.
Alfred J. Mayer, foot of West Fifty-seventh street.
George Robede, No. 404 East One Hundred and Thirty-eighth street.
Samuel J. G. Cornell, No. 1690 Broadway.
Morris D. Horton, No. 180 Third street, Brooklyn.
Michael B. Ryan, No. 53 Doobins street, Brooklyn.
Charles M. Rutherford, No. 26 Court street, Brooklyn.

Third Class.

Julius Bernhard, No. 181 Chambers street.
Theodore S. Chapman, No. 154 Nassau street.
Michael J. Cuddy, No. 404 Bleeker street.
Harry W. Dardis, No. 190 Bowery.
James J. Drum, No. 1648 First avenue.
John Enright, Seventh avenue and Fifty-sixth street.
Thomas Fisher, Port Richmond, Staten Island.
Patrick J. Kelly, No. 529 Pearl street.
Hugh Mallon, No. 263 Fourth avenue.
William R. Massie, No. 6 East Twenty-third street.
Jerry McCarthy, foot of East Twenty-first street.
Joseph P. McGregor, One Hundred and Forty-eighth street and Lenox avenue.
Julius K. Neste, foot of East Fifty-ninth street.
Patrick C. Phillips, No. 124 Bowery.
Louis Reider, No. 154 Fifth avenue.
John Sandahl, No. 104 East Thirty-second street.
John F. Dewald, No. 52 Ninth street, Brooklyn.
Charles Hopkins, No. 111 Franklin street, Brooklyn.
James W. Kasson, No. 1107 Pacific street, Brooklyn.
W. E. Gehrhardt, No. 23 South Fourth street, Brooklyn.
Bernard Morgan, Second street and Gowanus Canal, Brooklyn.
Joseph Gaynor, No. 847 Humboldt street, Brooklyn.
Jeremiah Fitzgerald, No. 1417 Bergen street, Brooklyn.
E. A. Merivin, Jr., Prospect Park, Brooklyn.
John A. Bell, No. 222 Fortieth street, Brooklyn.

Special.

Christian Beecher, No. 352 East Fifth street.
William Frank, No. 120 West Eighty-third street.
Addison L. G. Price, No. 223 East One Hundred and Nineteenth street.
John Reilly, New Brighton, Staten Island.
Harry J. Camp, No. 20 Van Brunt street, Brooklyn.

Respectfully,

HENRY BREEN, Lieutenant in Command.

BOROUGH OF RICHMOND.

BUREAU OF BUILDINGS.

I herewith submit a report of the operations of the Bureau of Buildings, Borough of Richmond, for the week ending October 31, 1908:

Plans filed for new buildings (estimated cost, \$42,575).....	9
Plans filed for alterations (estimated cost, \$3,475).....	6
Plans filed for plumbing (estimated cost, \$1,380).....	6
Construction inspections made.....	306
Plumbing and drainage inspections made.....	63
Iron and steel inspections made.....	42
Modifications of the law allowed as regards concrete footings under foundations.....	5

JOHN SEATON, Superintendent of Buildings.

James Nolan, Chief Clerk.

METEOROLOGICAL OBSERVATORY OF THE DEPARTMENT OF PARKS.

Abstract of Registers from Self-recording Instruments for the Week Ending October 31, 1908.

Central Park, The City of New York—Latitude, 40° 45' 58" N. Longitude, 73° 57' 58" W.
Height of Instruments Above the Ground, 53 feet; Above the Sea, 97 feet.

BAROMETER.

DATE.	7 a. m.	8 p. m.	9 p. m.	Mean for the Day.	Maximum.		Minimum.	
	Reduced to Freezing.	Time.	Reduced to Freezing.	Time.				
Sunday, 25	29.020	29.070	29.080	29.083	29.016	8 a. m.	29.065	8 p. m.
Monday, 26	29.072	29.040	29.040	29.064	29.076	8 a. m.	29.044	6 p. m.
Tuesday, 27	29.090	29.050	29.020	29.000	29.038	12 p. m.	29.040	8 a. m.
Wednesday, 28	29.054	29.070	29.074	29.075	29.054	7 a. m.	29.060	12 p. m.
Thursday, 29	29.038	29.018	29.040	29.033	29.030	8 a. m.	29.036	12 p. m.
Friday, 30	29.070	29.060	29.040	29.053	29.030	12 p. m.	29.034	8 a. m.
Saturday, 31	29.062	29.060	29.074	29.067	29.030	12 p. m.	29.030	8 a. m.

Mean for the week..... 29.035 inches.
Maximum " at 12 p. m., October 31..... 29.076 " "
Minimum " at 8 a. m., October 30..... 29.030 " "
Range " " 29.030 " 29.076 inches.

DEPARTMENT OF FINANCE.

Stewart Building, Chambers street and Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Telephone, 1200 Worth. Herman A. Metz, Comptroller. John H. McCloskey and N. Taylor Phillips, Deputy Comptrollers. Hubert L. Smith, Assistant Deputy Comptroller. Paul Loeser, Secretary to Comptroller.

MAIN DIVISION.

H. J. Storn, Chief Clerk, Room 11.

BOOKKEEPING AND AWARDS DIVISION. Frank W. Smith, Chief Accountant and Book-keeper, Room 5.

STOCK AND BOND DIVISION.

James J. Sullivan, Chief Stock and Bond Clerk, Room 5.

BUREAU OF AUDIT—MAIN DIVISION.

P. H. Quinn, Chief Auditor of Accounts, Room 27.

LAW AND ADJUSTMENT DIVISION.

Jeremiah T. Mahoney, Auditor of Accounts, Room 187.

BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS.

Charles S. Harvey, Supervising Statistician and Examiner, Room 186.

CHARITABLE INSTITUTIONS DIVISION.

Daniel C. Potter, Chief Examiner of Accounts of Institutions, Room 38.

OFFICE OF THE CITY PAYMASTER.

No. 32 Chambers street and No. 65 Reade street. John H. Tammerson, City Paymaster.

ENGINEERING DIVISION.

Stewart Building, Chambers street and Broadway, Chandler Withington, Chief Engineer, Room 35.

DIVISION OF REAL ESTATE.

Mortimer J. Brown, Appraiser of Real Estate, Room 157.

BUREAU FOR THE COLLECTION OF TAXES.

Borough of Manhattan—Stewart Building, Room 10.

David E. Austin, Receiver of Taxes.

John J. McDonough and William H. Loughran, Deputy Receivers of Taxes.

Borough of the Bronx—Municipal Building, Third and Tremont avenues.

John B. Umphill and Stephen A. Nugent, Deputy Receivers of Taxes.

Borough of Brooklyn—Municipal Building, Rooms 2-5.

James H. Beuck and William Gallagher, Deputy Receivers of Taxes.

Borough of Queens—Hackett Building, Jackson Avenue and Fifth street, Long Island City.

George H. Creek and Moses O. Smeley, Deputy Receivers of Taxes.

Borough of Richmond—Borough Hall, St. George, New Brighton.

John De Morgan and F. Wilsey Owen, Deputy Receivers of Taxes.

BUREAU FOR THE COLLECTION OF ASSESSMENTS AND ARREARS.

Borough of Manhattan—Stewart Building, Room 1.

Daniel Moynihan, Collector of Assessments and Arrears.

Richard E. Welden, Deputy Collector of Assessments and Arrears.

Borough of The Bronx—Municipal Building, Rooms 1-5.

James J. Donoran, Jr., Deputy Collector of Assessments and Arrears.

Borough of Brooklyn—Mechanics' Bank Building, corner Court and Montague streets.

Thomas J. Drennan, Deputy Collector of Assessments and Arrears.

Borough of Queens—Hackett Building, Jackson Avenue and Fifth street, Long Island City.

Patrick E. Leahy, Deputy Collector of Assessments and Arrears.

Borough of Richmond—St. George, New Brighton.

George Brand, Deputy Collector of Assessments and Arrears.

BUREAU FOR THE COLLECTION OF CITY REVENUE AND OF MARKETS.

Stewart Building, Chambers street and Broadway, Room 141.

John M. Gray, Collector of City Revenue and Superintendent of Markets.

John F. Hahis, Deputy Superintendent of Markets.

David O'Brien, Deputy Collector of City Revenue.

BUREAU FOR THE EXAMINATION OF CLAIMS.

Frank J. Prial, Chief Examiner, Room 182.

BUREAU OF THE CITY CHAMBERLAIN.

Stewart Building, Chambers street and Broadway, Room 61 to 67.

James J. Martin, City Chamberlain.

Henry J. Walsh, Deputy Chamberlain.

Telephone, 420 Worth.

DEPARTMENT OF HEALTH.

Southwest corner of Fifty-fifth street and Sixth Avenue, Borough of Manhattan, 9 a. m. to 4 p. m. Burial Permit and Contagious Disease Offices always open.

Telephone, 3200 Columbus.

Thomas Darlington, M. D., Commissioner of Health and President.

Alvah H. Doty, M. D.; Theodore A. Bingham, Commissioner.

Engene W. Scheffer, Secretary.

Herman M. Biggs, M. D., General Medical Officer.

James McC. Miller, Chief Clerk.

Walter Bense, M. D., Sanitary Superintendent.

William H. Gullifor, M. D., Registrar of Records.

Borough of Manhattan.

Alvane 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.

Alvane Blauvelt, M. D., Acting Assistant Sanitary Superintendent; Ambrose Lee, Jr., Assistant Chief Clerk; Arthur J. O'Leary, M. D., Assistant Registrar of Records.

Borough of Brooklyn, Nos. 38 and 40 Clinton street.

Traverse R. Maxfield, M. D., Assistant Sanitary Superintendent; Alfred T. Metcalf, Assistant Chief Clerk; S. J. Byrne, M. D., Assistant Registrar of Records.

Borough of Queens, Nos. 311 and 314 Fulton street, Jamaica.

Alvane Blauvelt, M. D., Acting Assistant Sanitary Superintendent; George E. Crowley, Assistant Chief Clerk; Robert Campbell, M. D., Assistant Registrar of Records.

Borough of Richmond, Nos. 34 and 36 Water street, Stapleton, Staten Island.

John T. Sargeant, M. D., Assistant Sanitary Superintendent; Charles E. Hoyer, Assistant Chief Clerk; J. Walter Wood, M. D., Assistant Registrar of Records.

DEPARTMENT OF PARKS.

Henry Smith, Commissioner of Parks for the Boroughs of Manhattan and Richmond, and President Park Board.

William J. Frassini, Secretary.

Offices, Arsenal, Central Park.

Telephone, 201 Plaza.

Michael J. Kennedy, Commissioner of Parks for the Boroughs of Brooklyn and Queens.

Offices, Lisztford Mansion, Prospect Park, Brooklyn.

Telephone, 300 Smith.

Joseph J. Berry, Commissioner of Parks for the Borough of the Bronx.

Office, Zbrowski Mansion, Claremont Park.

Office hours, 9 a. m. to 4 p. m.; Saturdays, 12 m.

Telephone, 240 Tremont.

DEPARTMENT OF PUBLIC CHARITIES.

PRINCIPAL OFFICE.

Foot of East Twenty-sixth street, 9 a. m. to 4 p. m.; Saturdays, 12 m.

Telephone, 230 Madison Square.

Robert W. Hebler, Commissioner.

Richard C. Baker, First Deputy Commissioner.

Thomas W. Hynes, Second Deputy Commissioner.

For Brooklyn and Queens, Nos. 327 to 331 Schermerhorn street, Brooklyn. Telephone, 2977 Main.

J. McRee 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 4 p. m.; Saturdays, 12 m.

Bureau of Dependent Adults, foot of East Twenty-sixth street. Office hours, 8 a. m. to 4 p. m.

The Children's Bureau, No. 56 Third Avenue. Office hours, 8 a. m. to 4 p. m.

Jeremiah Connally, Superintendent for Richmond Borough, Borough Hall, St. George, Staten Island.

Telephone, 1200 Tompkinsville.

DEPARTMENT OF STREET CLEANING.

Nos. 13 to 21 Park row, 9 a. m. to 4 p. m.

Telephone, 363 Cortlandt.

Foster Crowley, Commissioner.

William H. Edwards, Deputy Commissioner, Borough of Manhattan.

Owen J. Murphy, Deputy Commissioner, Borough of Brooklyn.

Jerome F. Reilly, 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; Frank Raymond, James H. Tully, Charles Pitzel, Hugh Hastings, Charles J. McCormack, John J. Halloran.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

Nos. 13 to 21 Park row, 9 a. m. to 4 p. m.

Telephones, Manhattan, 3200 Cortlandt; Brooklyn, 3080 Main; Queens, 420 Greenpoint; Richmond, 94 Tompkinsville, Bronx, 34 Tremont.

John H. O'Brien, Commissioner.

M. F. Loughman, Deputy Commissioner.

John F. Garvey, Secretary to Department.

J. M. de Vasta, Chief Engineer.

George E. Seaver, Consulting Electrical Engineer.

Charles F. Laramore, Chief Engineer of Light and Power.

Michael C. Padden, Water Register, Manhattan.

William A. Hawley, Secretary to Commissioners.

William C. Conner, Deputy Commissioner, Borough of Brooklyn, Municipal Building, Brooklyn.

John W. McKay, Acting Chief Engineer, Brooklyn.

William R. McGuire, Water Register, Brooklyn.

Michael Hearn, Deputy Commissioner, Borough of The Bronx, Crotona Park Building, One Hundred and Seventy-seventh street and Third Avenue.

Thomas M. Lynch, Water Register, The Bronx.

Charles C. Wissel, Deputy Commissioner, Borough of Queens, Hackett Building, Long Island City.

John E. Bowe, Deputy Commissioner, Borough of Richmond, Municipal Building, St. George.

EXAMINING BOARD OF PLUMBERS.

Bartholomew F. Donohue, President; John J. Moore, Secretary; John J. Dunn, Treasurer; ex-Officio, Hon. L. L. Smith and Matthew E. Hilly.

Rooms Nos. 14, 15 and 16 Aldrich Building, Nos. 140 and 152 Church street.

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.

Office hours for all, except where otherwise noted, from 9 a. m. to 4 p. m.; Saturdays 12 m.

HEADQUARTERS.

Nos. 157 and 159 East Sixty-seventh street, Manhattan.

Telephone, 2235 Plaza, Manhattan, 2356 Main, Brooklyn.

Sidney J. Hayes, Commissioner.

P. A. Whiting, Deputy Commissioner.

Charles C. Wissel, Deputy Commissioner, Boroughs of Brooklyn and Queens.

William A. Larney, Secretary; Mark Levy, Secretary to the Commissioner; George F. DeLoach, Jr., Secretary to the Deputy Commissioner, Boroughs of Brooklyn and Queens.

Edward F. Croker, Chief of Department.

Thomas Lally, Deputy Chief of Department in charge, Boroughs of Brooklyn and Queens.

Joseph L. Burke, Inspector of Combustibles, Nos. 157 and 159 East Sixty-seventh street, Manhattan. Telephone, 2235 Plaza.

Frank S. Wolf, Inspector of Combustibles, Boroughs of Brooklyn and Queens, Nos. 157 and 159 Jay street, Brooklyn. Telephone, 320 Main.

Peter Scary, Fire Marshal, Boroughs of Manhattan, The Bronx and Richmond.

William L. Beers, Fire Marshal, Boroughs of Brooklyn and Queens.

Andrew P. Martin, Chief Inspector in Fire Alarm Telegraph Bureau.

William J. Regan, Chief of Battalion in charge, Bureau of Violations and Auxiliary Fire Appliances, Boroughs of Manhattan, The Bronx and Richmond, Nos. 157 and 159 East Sixty-seventh street, Manhattan, Brooklyn and Queens, Nos. 365 and 367 Jay street, Brooklyn.

Central office open at all hours.

LAW DEPARTMENT.

OFFICE OF CORPORATION COUNSEL.

Hall of Records, Chambers and Centre Streets, 6th, 7th and 8th floors, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 300 Worth.

Francis K. Pendleton, Corporation Counsel.

Assistants—Theodore Connolly, George L. Sterling, Charles D. Olander, William F. Barr, R. Percy Chittenden, David Ramsey, William Beers Crowell, John L. O'Brien, Terence Farley, Cornelius F. Collins, John F. O'Brien, Edward S. Malone, Edwin J. Freedman, Louis H. Hable, Frank B. Pierce, Stephen O'Brien, Charles A. O'Neill, Richard H. Mitchell, John Widdecombe, Edward J. McGoldrick, Curtis A. Peters, Thomas F. Byrne, Arthur Sweeny, Joel L. Sigler, Harold F. Walker, George P. Nicholson, George H. Folwell, William H. King, Alfred W. Dooren, Josiah A. Stover, Thoms F. Noonan, J. Gabriel Britt, Royal E. T. Rigsby, Charles McIntyre, Sojourner, Francis J. Byrne, James P. O'Connor, William H. Jackson, Edward Maxson, Elliot S. Benedict, Clarence L. Barker, Isaac Phillips, Edward A. McShane, Eugene Fay, Secretary to the Corporation Counsel—Edmund Kirby.

Chief Clerk—Andrew T. Campbell.

BROOKLYN OFFICE.

Borough Hall, 3d floor, 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.

Telephone, 248 Main.

James D. Bell, Assistant in charge.

BUREAU OF STREET OPENINGS.

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.

Abner C. Thomas and Charles H. Beckett, Surrogates; William V. Leahy, Chief Clerk.

KINGS COUNTY.**COMMISSIONER OF JURORS.**

County Court-house. Jacob Breenan, Commissioner. Jacob A. Livingston, Deputy Commissioner. Albert B. Waldron, Secretary. 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 12 m. Saturdays, 9 a. m. to 12 m.

Lewis M. Swasey, Commissioner. D. H. Ralston, Deputy Commissioner. Telephone, 1114 Main. Thomas D. Moscrop, Superintendent. William J. Beattie, Assistant Superintendent. 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.

Frank Ehlers, County Clerk. Robert A. Sharkey, Deputy County Clerk. John Cooper, Assistant 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. 12, Court-house, Clerk's Office, Rooms 17, 18 and 22, open daily from 9 a. m. to 4 p. m.; Saturdays, 12 m.

Norman S. Duke and Lewis L. Fawcett, County Judges. Charles S. Devoy, Chief Clerk. Telephone, 4134 and 4155 Main.

DISTRICT ATTORNEY.

Office, County Court-house, Borough of Brooklyn. Hours, 9 a. m. to 5 p. m. John F. Clarke, District Attorney. Telephone number, 2555-67—Main.

PUBLIC ADMINISTRATOR.

No. 44 Court street (Temple Bar), Brooklyn, 9 a. m. to 5 p. m. Charles E. Teale, Public Administrator. Telephone, 2830 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.

William A. Prendergast, Register. Frederick H. E. Euston, Deputy Register. Telephone, 2830 Main.

SHERIFF.

County Court-house, Brooklyn, N. Y. 9 a. m. to 4 p. m., Saturdays, 12 m. Alfred T. Hobley, Sheriff. Lewis M. Swasey, 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's Court. Court opens at 10 a. m. Office hours, 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.

John P. Balbert, Commissioner of Juries. Rodman Richardson, Assistant Commissioner. Telephone, 435 Greenpoint.

COUNTY CLERK.

Jamaica, Fourth Ward, Borough of Queens, City of New York. Office open, April 1 to October 1, 8 a. m. to 5 p. m.; October 1 to April 1, 9 a. m. to 5 p. m.; Saturdays throughout the year until noon.

John Niederman, County Clerk. Henry J. Walker, Jr., Deputy County Clerk. Frank C. Klingensiek, Secretary. Telephone, 151 Jamaica.

COUNTY COURT.

Temporary County Courthouse, 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. 330 Fulton street, Jamaica, N. Y.

Burt J. Humphrey, County Judge. Telephone, 280 Jamaica.

DISTRICT ATTORNEY.

Office, Queens County Court-house, Long Island City, 9 a. m. to 5 p. m. Ira G. Darrin, District Attorney. Telephone, 39 Greenpoint.

PUBLIC ADMINISTRATOR.

No. 17 Cook avenue, Elmhurst. John T. Robinson, Public Administrator, County of Queens. Telephone, 335 Newtown.

SHERIFF.

County Court-house, Long Island City, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Herbert S. Harvey, Sheriff. John M. Phillips, Under Sheriff. Telephone, 43 Greenpoint (office). Henry O. Schleth, Warden, Queens County Jail. Telephone, 374 Greenpoint.

SURROGATE.

Daniel Nohls, Surrogate. Office at Jamaica. Except on Sundays, holidays and half holidays, the office is open between March 15 and July 1, from

5 a. m. to 5 p. m.; on Saturdays, from 8 a. m. to 12 m.; between July 1 and September 1, from 9 a. m. to 4 p. m.; on Saturdays, from 9 a. m. to 12 m.

The calendar is called on Tuesday of each week at 10 a. m., except during the month of August, when no court is held, and the court sits every day thereafter until all contested cases have been disposed of.

Telephone, 397 Jamaica.

RICHMOND COUNTY.**COMMISSIONER OF JURORS.**

Village Hall, Stapleton. Charles J. Kullman, Commissioner. John J. McCaughan, Assistant 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. C. L. Boswick, County Clerk. County Court-house, Richmond, S. I., 9 a. m. to 4 p. m. Telephone, 28 New Dorp.

COUNTY JUDGE AND SURROGATE.

Terms of Court, Richmond County, 1908. 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.

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.

DISTRICT ATTORNEY.

Borough Hall, St. George, S. I. Samuel H. Evans. Telephone, 50 Tompkinsville.

SHERIFF.

County Court-house, Richmond, S. I. Office hours, 9 a. m. to 4 p. m. Joseph J. Barth.

THE COURTS.**APPELLATE DIVISION OF THE SUPREME COURT.****FIRST JUDICIAL DEPARTMENT.**

Court-house, Madison avenue, corner Twenty-fifth street. Court opens at 1 p. m.

Edward Patterson, Presiding Justice; George L. Ingraham, Chester B. McLaughlin, Frank C. McLaughlin, John Proctor Clarke, James W. Haughton, Francis M. Scott, Justices; Alfred Wagstaff, Clerk; William Lamb, Deputy Clerk.

Clerk's Office opens at 9 a. m.

Telephone, 3646 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. 5.

Special Term, Part VI (Elevated Railroad cases), Room No. 31.

Trial Term, Part II, Room No. 34.

Trial Term, Part III, Room No. 22.

Trial Term, Part IV, Room No. 31.

Trial Term, Part V, Room No. 24.

Trial Term, Part VI, Room No. 18.

Trial Term, Part VII, Room No. 16.

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. 1.

Trial Term, Part XIII, and Special Term, Part VII, Room No. 30.

Trial Term, Part XIV, Room No. 28.

Trial Term, Part XV, Room No. 37.

Trial Term, Part XVI, Room No. 1.

Trial Term, Part XVII, Room No. 20.

Trial Term, Part XVIII, Room No. 29.

Appellate Term, Room No. 39.

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. (motions), 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 southwest corner, third floor.

Criminal Court-house, Centre street.

Justices—Charles H. Trux, Charles F. MacLean, Henry Bischoff, Jr., Leonard A. Giegerich, P. Henry Dugro, Henry A. Gildersleeve, James Fitzgerald, James A. O'Gorman, James A. Blanchard, Edward S. Clinch, Samuel Greenbaum, Edward E. McCall, Edward H. Ansdell, Vernon M. Davis, Victor J. Dowling, Joseph Newburger, John W. Goff, Samuel Seabury, M. Warley Platzen, Peter A. Hendrick, John Ford, Charles W. Dayton, John J. Brady, Mitchell L. Erlanger, Charles L. Guy, James W. Gerard.

Peter J. Dooling, Clerk, Supreme Court.

Telephone, 4580 Cortlandt.

SUPREME COURT-SECOND DEPARTMENT.

Kings County Court-house, Borough of Brooklyn, N. Y.

Court open daily from 10 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.

Peter J. Dooling, Clerk; Edward R. Carroll, Special Deputy to the Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Telephone, 604 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.

Thomas C. T. Crain, Otto A. Rosalsky, Warren W. Foster, Thomas C. O'Sullivan, Edward Swann, Joseph F. Mulqueen, James T. Malone, Judges of the Court of General Sessions. Edward R. Carroll, Clerk. Telephone, 120 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. 19 Chambers street, Brownstone Building, City Hall Park, from 10 a. m. to 4 p. m.

Part I.

Part II.

Part III.

Part IV.

Part V.

Part VI.

Part VII.

Part VIII.

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; Lewis J. Conlan, Francis P. Delehanty, Joseph L. Green, Alexander Finefile, Thomas J. Donnelly, John V. McAvoy, Peter Schmuck, Justices. Thomas F. Smith, Clerk.

Telephone, 6142 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.

Justices—First Division—William E. Wyatt, Willard H. Olmsted, Joseph M. Deuel, Lorenz Zeller, John B. Mayo, Franklin Chase Hoyt, Charles W. Culkin, Clerk; William M. Fuller, Deputy Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Telephone, 2002 Franklin, Clerk's office.

Telephone,

Second District—Twenty-third and Twenty-fourth Wards, except the territory described in chapter 914 of the Laws of 1905. 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. John M. Tierney, Justice. Thomas A. Maher, Clerk. Telephone, 3442 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 line 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.

John J. Walsh, Justice. Edward Moran, Clerk. Clerk's Office open from 9 a. m. to 4 p. m.

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. 205 State avenue.

George H. Van Wart and Edward C. Dowling, Justices. Franklin D. Van Wart, Clerk. Clerk's Office open from 9 a. m. to 4 p. m.

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 State street between the boundary line of Queens County and the centre line of Central avenue, and northwest of the centre line of Sudiam street between the centre lines of Central and Bushwick avenues, and northwest of the centre line of Wiloughby avenue between the centre lines of Bushwick avenue and Broadway. Court-house, Nos. 6 and 8 Lee avenue, Brooklyn.

Philip D. Mauger and William J. Hogenkamp, Justices. John W. Carpenter, Clerk. Clerk's Office open from 9 a. m. to 4 p. m.

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 State street between the boundary line of Queens and the centre line of Central avenue, and southeast of the centre line of Sudiam street between the centre lines of Central and Bushwick avenues, and southeast of the centre line of Wiloughby avenue between the centre lines of Bushwick avenue and Broadway.

Court-room, No. 11 Howard avenue.

Thomas H. Williams, Justice. G. J. Wiedersheid, Clerk. William L. Williams, Assistant Clerk. Clerk's Office open from 9 a. m. to 4 p. m.

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.

Cornelia Furgeman, Justice. Jeremiah J. O'Leary, Clerk. Clerk's Office open from 9 a. m. to 4 p. m.

Telephone, 47 Bay Ridge.

Sixth District—The Sixth District embraces the Ninth and Twenty-ninth Wards and that portion of the Twenty-eighth 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.

Ludien S. Baylies and George Flidder, Justices. Charles P. Babb, Clerk. Court-house, No. 48 Fulton street.

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. Denton, Clerk. Court-house, corner Pennsylvania Avenue and Fulton street (No. 1 Pennsylvania Avenue).

Clerk's Office open from 9 a. m. to 4 p. m. Trial days, Tuesdays, Wednesdays and Fridays. Jury days, Wednesdays and Thursdays. Telephone, 24 East New York.

Borough of Queens.

First District—First Ward (all of Long Island City formerly comprising five wards). 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. Kasten, Justice. Thomas F. Kennedy, Clerk. Telephone, 226 Greenpoint.

Second District—Second and Third Wards, which include the territory of the late Towns of Newtown and Flushing. Court-room in Courthouse of the late Town of Newtown, corner of Broadway and Court street, Elmhurst, New York. P. O. Address, Elmhurst, Queens County, New York.

William Faquin, Jr., Justice. Lake L. Conneron, Clerk. William Rappe, Assistant Clerk. James B. Snedler, Stenographer. Trial days, Tuesdays and Thursdays; Fridays for jury trials only.

Clerk's Office open from 9 a. m. to 4 p. m.

Telephone, 24 New York.

Third District—Fourth and Fifth Wards, comprising the territory of the former Towns and Villages of Jamaica, Far Rockaway and Rockaway Beach.

James F. McLaughlin, Justice. George W. Damon, Clerk. Court-house, Town Hall, Jamaica.

Telephone, 24 Jamaica.

Clerk's Office open from 9 a. m. to 4 p. m. Court held on Mondays, Wednesdays and Fridays at 9 a. m.

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. Asaing S. Prall, Clerk. Clerk's Office open from 8 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. George W. Stake, Justice. Peter Terman, 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.

BOARD MEETINGS.

The Board of Estimate and Apportionment meets in the Old Council Chamber (Room 16), City Hall, every Friday, at 10 a. m. JOSEPH HAAG, Secretary.

The Commissioners of the Sinking Fund meet in the Old Council Chamber (Room 16), City Hall, at call of the Mayor. N. TAYLOR PHILLIPS, Deputy Comptroller, Secretary.

The Board of Revision of Assessments meets in the Old Council Chamber (Room 16), City Hall, every Thursday at 11 a. m. upon notice of the Chief Clerk. HENRY J. STORRS, Chief Clerk.

The Board of City Record meets in the Old Council Chamber (Room 16), City Hall, at call of the Mayor. PATRICK J. TRACY, Supervisor, Secretary.

BELLEVUE AND ALLIED HOSPITALS.

BELLEVUE AND ALLIED HOSPITALS DEPARTMENT OF NEW YORK CITY, TWENTY-SIXTH STREET AND EAST AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE President of the Board of Trustees at the above office until 3 o'clock p. m. on

MONDAY, NOVEMBER 30, 1908.

FOR ALL THE LABOR AND MATERIALS REQUIRED FOR THE EXCAVATING, PILING, MASON, FIREPROOFING, WATERPROOFING, CARPENTIC, STEEL, ELECTRICAL, HEATING AND VENTILATING, PLUMBING AND OTHER WORK FOR THE BOILER HOUSE AND COALING STATION OF THE NEW BELLEVUE HOSPITAL, SITUATED ON FIRST AVENUE AND BOUNDED BY TWENTY-SIXTH AND TWENTY-NINTH STREETS, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

The amount required will be Two Hundred Thousand Dollars (\$200,000).

The time allowed for doing and completing the new work, repairs and alterations will not be more than four hundred and fifty (500) consecutive calendar days from the date of executing the contract.

The bids will be compared and the contract awarded at a lump or aggregate sum to the lowest bidder as soon thereafter as practicable, according to law.

Blank forms may be obtained at the office of the Contract Clerk, No. 205 East Twenty-sixth street, Borough of Manhattan, where bids and deposits are also delivered.

JOHN W. BRANNAN, President of the Board of Trustees, Bellevue and Allied Hospitals.

See General Instructions to Bidders on the last page, last column, of the "City Record."

BELLEVUE AND ALLIED HOSPITALS DEPARTMENT OF NEW YORK CITY, TWENTY-SIXTH STREET AND EAST AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE President of the Board of Trustees at the above office until 3 p. m. on

FRIDAY, NOVEMBER 20, 1908.

FOR COAL.

The lowest required will be not less than fifty per cent. (50%) of the amount of the bid.

The time for the delivery of the supplies and the full performance of the contract is on or before December 21, 1908.

The bids will be read from the roll, and will be compared and awarded to the lowest bidder as soon thereafter as practicable, according to law.

Blank forms may be obtained at the office of the Contract Clerk, No. 205 East Twenty-sixth street, Borough of Manhattan, where the bids and deposits are also delivered.

JOHN W. BRANNAN, President of the Board of Trustees, Bellevue and Allied Hospitals.

Dated November 9, 1908.

See General Instructions to Bidders on the last page, last column, of the "City Record."

BELLEVUE AND ALLIED HOSPITALS DEPARTMENT OF NEW YORK CITY, TWENTY-SIXTH STREET AND EAST AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE President of the Board of Trustees at the above office until 3 o'clock p. m. on

FRIDAY, NOVEMBER 20, 1908.

FOR ALL LABOR AND MATERIAL REQUIRED FOR FURNISHING AND SETTING WROUGHT IRON FENCE, GRANITE FENCE POSTS AND COPINGS, SIDEWALK CURBS, SIDEWALK PAVING AND OTHER WORK IN CONNECTION THEREWITH IN FRONT OF PAVILION A AND THE PATHOLOGICAL DEPARTMENT AND MALE DORMITORY BUILDINGS OF THE NEW BELLEVUE HOSPITAL, SITUATED ON FIRST AVENUE AND BOUNDED BY TWENTY-SIXTH AND TWENTY-NINTH STREETS, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

The amount required will be Seven Thousand Dollars (\$7,000).

The time allowed for doing and completing the new work, repairs and alterations will not be more than seventy (70) consecutive calendar days from the date of executing the contract.

The bids will be compared and the contract awarded at a lump or aggregate sum to the lowest bidder as soon thereafter as practicable, according to law.

Blank forms may be obtained at the office of the Contract Clerk, No. 419 East Twenty-sixth street, Borough of Manhattan, where bids and deposits are also delivered.

JOHN W. BRANNAN, President of the Board of Trustees, Bellevue and Allied Hospitals.

Dated November 9, 1908.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PARKS.

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, 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, DECEMBER 3, 1908.

Borough of Manhattan.

FOR CONSTRUCTING FORTY (40) METAL STORAGE CABINETS FOR LABORATORIES, NEW WEST WING, AMERICAN MUSEUM OF NATURAL HISTORY, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

The time allowed to complete the whole work will be ninety (90) consecutive working days.

The amount of security required is Thirteen Hundred Dollars (\$1,300).

The contracts must be bid for separately.

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, Borough of Manhattan, Arsenal, Central Park.

HENRY SMITH, President; JOSEPH L. BERRY, MICHAEL J. KENNEDY, Commissioners of Parks.

Dated November 16, 1908.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ZBROWSKI MANSION, CLAREMONT PARK, BOROUGH OF THE BRONX.

SEALED BIDS WILL BE RECEIVED BY THE Park Commissioner at the above office of the Department of Parks until 12 o'clock m. on

THURSDAY, DECEMBER 3, 1908.

Borough of Manhattan.

FOR FURNISHING AND DELIVERING NEW STRAIGHT FIVE INCH BLUESTONE CURSTONES ALONG BROADWAY WHERE REQUIRED, BETWEEN SIXTY-FIFTH AND EIGHTIETH STREETS, IN THE BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

The time allowed for the completion of the whole work will be thirty-five consecutive working days.

The amount of the security required is One Thousand Dollars (\$1,000).

The contracts must be bid for separately.

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, Borough of Manhattan, Arsenal, Central Park.

HENRY SMITH, President; JOSEPH L. BERRY, MICHAEL J. KENNEDY, Commissioners of Parks.

Dated November 16, 1908.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS WILL BE RECEIVED BY THE Park Commissioner at the above office of the Department of Parks until 12 o'clock m. on

SATURDAY, NOVEMBER 21, 1908.

Borough of Manhattan.

FOR THE RENTAL OF SMALL BUILDINGS AND THE SOLE PRIVILEGE OF SELLING REFRESHMENTS, SPIRITUOUS AND MALT LIQUORS EXCEPTED, AND RENTING BATHING SUITS NEAR BATH HOUSES AT ORCHARD BEACH, PELHAM BAY PARK.

No bids will be considered unless accompanied by a certified check or money to the amount of one-quarter of the sum bid for the rent and privilege per year.

The bids will be compared and the privilege will be awarded to the highest responsible bidder.

The Commissioner reserves the right to reject any or all bids.

Form of proposal and full information as to bidding can be obtained at the office of the Department of Parks, Zbrowski Mansion, Claremont Park, New York City.

JOSEPH L. BERRY, Commissioner of Parks, Borough of The Bronx.

Dated November 21, 1908.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ZBROWSKI MANSION, CLAREMONT PARK, BOROUGH OF THE BRONX.

SEALED BIDS WILL BE RECEIVED BY THE Park Commissioner at the above office of the Department of Parks until 12 o'clock m. on

SATURDAY, NOVEMBER 21, 1908.

Borough of Manhattan.

FOR THE RENTAL OF BUILDINGS KNOWN AS SKATE HOUSE AT INDIAN POND, AND PAGODA NEAR MUSIC STAND, CROTONA PARK, AND THE PRIVILEGE OF SELLING REFRESHMENTS, SPIRITUOUS AND MALT LIQUORS EXCEPTED.

No bids will be considered unless accompanied by a certified check or money to the amount of one-quarter of the sum bid for the rent and privilege per year.

The bids will be compared and the privilege will be awarded to the highest responsible bidder.

The Commissioner reserves the right to reject any or all bids.

Form of proposal and full information as to bidding can be obtained at the office of the Department of Parks, Zbrowski Mansion, Claremont Park, New York City.

JOSEPH L. BERRY, Commissioner of Parks, Borough of The Bronx.

Dated November 21, 1908.

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ZBROWSKI MANSION, CLAREMONT PARK, BOROUGH OF THE BRONX

AUCTION SALE.

THE DEPARTMENT OF PARKS, BOROUGH OF THE BRONX, will sell at public auction, at the Zborowski Mansion, in Claremont Park, in the Bronx, of The Bronx, on

THURSDAY, NOVEMBER 19, 1908,

at 10 a.m., the following named property:

TIMBER AND WOOD OF DEAD TREES—PRINCIPALLY CHESTNUT AND OAK—in PARKS, BOROUGH OF THE BRONX.

Timber to be sold by the one hundred cubic feet; wood by the cord; measured on the premises prior to removal.

Trees will be cut down by the Park Department, but shall be cut up and removed by the purchaser; and the brush and other debris properly disposed of by him, without damage to surrounding trees and shrubbery. Timber and wood to be removed from park premises, and the brush disposed of within ten days from time of notice that the trees have been felled.

TERMS OF SALE.

Cash payments in bankable funds at the time the articles purchased are to be removed. If the purchaser fails to effect removal of the articles purchased within ten days from the date of notice that the trees have been felled and are ready to be removed, he shall forfeit his purchase money and the ownership of the articles purchased. The City further reserves the right to sell the articles over again; the money received at said sale is to also become the property of the City.

Full information relative to bidding, location of trees to be cut, etc., can be obtained at the office of the Department of Parks, Zborowski Mansion, Claremont Park, New York City.

JOSEPH L. BERRY,
Commissioner of Parks, Borough of The Bronx.

n.7.19

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, 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, NOVEMBER 19, 1908.

Borough of Manhattan.

FOR FURNISHING AND ERECTING THREE RAIL PIPE FENCES ALONG THE EAST DRIVE IN CENTRAL PARK, NORTH FROM THE FIFTY-NINTH STREET ENTRANCE, IN THE BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

The time allowed for the completion of the whole work will be thirty (30) consecutive working days.

The amount of the security required is Seven Hundred and Fifty Dollars (\$750).

The contracts must be bid for separately.

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, Borough of Manhattan, Arsenal, Central Park.

HENRY SMITH, President;
JOSEPH L. BERRY,
MICHAEL J. KENNEDY,
Commissioners of Parks.

Dated November 7, 1908.

n.7.19

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, 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, NOVEMBER 19, 1908.

Borough of Brooklyn.

FOR REGULATING, GRADING AND PAVING OR REPAVING WITH ASPHALT PAVEMENT ON A FOUNDATION OF CONCRETE THE ROADWAY OF McLAUGHLIN PARK, BETWEEN BRIDGE AND JAY STREETS, BOROUGH OF BROOKLYN.

The time for the completion of the contract is thirty (30) days.

The amount of security required is One Thousand Dollars (\$1,000).

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained and plans may be seen at the office of the Department of Parks, Lackfield Mansion, Prospect Park, Brooklyn.

HENRY SMITH, President;
JOSEPH L. BERRY,
MICHAEL J. KENNEDY,
Commissioners of Parks.

Dated November 7, 1908.

n.7.19

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, 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, NOVEMBER 19, 1908.

Borough of Brooklyn.

NO. 1. FOR FURNISHING AND DELIVERING STABLE MANURE IN PARKS OF THE BOROUGH OF BROOKLYN.

The time for the completion of the contract is within sixty (60) consecutive working days.

The amount of security required is Two Thousand Dollars (\$2,000).

NO. 2. FOR FURNISHING AND DELIVERING TWO GASOLINE LAWN MOWERS IN PROSPECT PARK, BOROUGH OF BROOKLYN.

The time for the completion of the contract is within thirty (30) consecutive working days.

The amount of security required is Fifteen Hundred Dollars (\$1,500).

NO. 3. FOR FURNISHING AND DELIVERING TOPSOIL OR GARDEN MULCH TO PROSPECT PARK, ETC., BOROUGH OF BROOKLYN.

The time for the completion of the contract is within sixty (60) consecutive working days.

The amount of security required is Twenty-five Hundred Dollars (\$2,500).

NO. 4. FOR FURNISHING AND DELIVERING DECIDUOUS SHRUBS AND PLANTS IN PROSPECT PARK, BOROUGH OF BROOKLYN.

The time for the completion of the contract is within thirty (30) consecutive working days.

The amount of security required is Fifteen Hundred Dollars (\$1,500).

NO. 5. FOR FURNISHING AND DELIVERING HYBRID RHODODENDRONS, ETC., IN PROSPECT PARK, BOROUGH OF BROOKLYN.

The time for the completion of the contract is within twenty (20) consecutive working days.

The amount of security required is One Thousand Dollars (\$1,000).

NO. 6. FOR FURNISHING AND DELIVERING COLLECTED EVERGREEN SHRUBS IN PROSPECT PARK, BOROUGH OF BROOKLYN.

The time for the completion of the contract is within forty (40) consecutive working days.

The amount of security required is Three Thousand Dollars (\$3,000).

NO. 7. FOR FURNISHING AND DELIVERING FERTILIZERS, PEAT, ETC., IN PARKS, BOROUGH OF BROOKLYN.

The time for the completion of the contract is within sixty (60) consecutive working days.

The amount of security required is Two Thousand Dollars (\$2,000).

The contracts must be bid for separately.

The bids will be compared and the contracts awarded at a lump or aggregate sum for each contract.

Blank forms may be obtained and samples may be seen at the office of the Department of Parks, Litchfield Mansion, Prospect Park, Brooklyn.

HENRY SMITH, President;
JOSEPH L. BERRY,
MICHAEL J. KENNEDY,
Commissioners of Parks.

n.6.19

See General Instructions to Bidders on the last page, last column, of the "City Record."

MUNICIPAL CIVIL SERVICE COMMISSION.

MUNICIPAL CIVIL SERVICE COMMISSION, NO. 299 BROADWAY, NEW YORK, November 12, 1908.

PUBLIC NOTICE IS HEREBY GIVEN OF THE PROPOSED AMENDMENT OF THE CLASSIFICATION OF EXEMPT POSITIONS, UNDER THE HEADING "MAYOR'S OFFICE," BY INCLUDING THEREIN THE FOLLOWING TITLE:

"TELEPHONE OPERATOR, MAYOR'S OFFICE."

A PUBLIC HEARING WILL BE HELD ON THE PROPOSED AMENDMENT, IN ACCORDANCE WITH RULE III, AT THE COMMISSION'S OFFICES, NO. 299 BROADWAY, ON

WEDNESDAY, NOVEMBER 18, 1908,

AT 10 O'CLOCK A.M.

F. A. SPENCER, Secretary.

n.6.18

MUNICIPAL CIVIL SERVICE COMMISSION, NO. 66 LAFAYETTE STREET, NEW YORK CITY, October 30, 1908.

PUBLIC NOTICE IS HEREBY GIVEN THAT APPLICATIONS FOR THE FOLLOWING POSITIONS IN THE LABOR CLASS WILL BE RECEIVED ON AND AFTER

MONDAY, NOVEMBER 16, 1908,

AT 10 O'CLOCK A.M.

F. A. SPENCER, Secretary.

n.6.18

MUNICIPAL CIVIL SERVICE COMMISSION, NO. 66 LAFAYETTE STREET, NEW YORK CITY, October 30, 1908.

PUBLIC NOTICE IS HEREBY GIVEN THAT APPLICATIONS FOR THE FOLLOWING POSITIONS IN THE LABOR CLASS WILL BE RECEIVED ON AND AFTER

MONDAY, NOVEMBER 16, 1908,

AT 10 O'CLOCK A.M.

F. A. SPENCER, Secretary.

n.6.18

MUNICIPAL CIVIL SERVICE COMMISSION, NO. 299 BROADWAY, NEW YORK, October 31, 1908.

AMENDED NOTICE.

PUBLIC NOTICE IS HEREBY GIVEN THAT THE TIME FOR RECEIVING APPLICATIONS FOR THE POSITION OF

CHEMIST

HAS BEEN EXTENDED TO

WEDNESDAY, DECEMBER 2, 1908, AT

4 P.M.

(NO APPLICATION RECEIVED BY THE COMMISSION, BY MAIL OR OTHERWISE, AFTER 4 P.M. ON DECEMBER 2 WILL BE ACCEPTED.)

THE EXAMINATION WILL BE HELD ON WEDNESDAY, DECEMBER 2, 1908, AT 10 A.M.

THE SUBJECTS AND WEIGHTS OF THE EXAMINATION ARE AS FOLLOWS:

TECHNICAL 5

EXPERIENCE 5

THE PERCENTAGE REQUIRED IS 75 ON THE TECHNICAL PART AND 70 ON ALL.

CANDIDATES MUST HAVE A KNOWLEDGE GAINED BY ACTUAL EXPERIENCE IN GENERAL CHEMISTRY AND QUANTITATIVE ANALYSIS. SOME OF THE QUESTIONS IN THE TECHNICAL PAPER WILL CALL FOR A KNOWLEDGE OF CALCULATIONS OF ANALYTICAL CHEMISTRY.

SOME CREDIT WILL BE GIVEN ON THE TECHNICAL PAPER FOR ABILITY TO CONSULT REFERENCE BOOKS IN FRENCH AND GERMAN.

THE EXAMINATION IS OPEN TO ALL CITIZENS OF THE UNITED STATES, AND THE RULE REQUIRING THAT EVERY APPLICATION SHALL BEAR THE CERTIFICATE OF FOUR RESIDENTS OF THE CITY OF NEW YORK IS WAIVED FOR THIS EXAMINATION.

THESE ARE TWO VACANCIES IN THE DEPARTMENT OF

HEALTH.

SALARY, \$1,200 PER ANNUM.

MINIMUM AGE, 21 YEARS.

F. A. SPENCER, Secretary.

n.6.18

MUNICIPAL CIVIL SERVICE COMMISSION, NO. 299 BROADWAY, NEW YORK, October 31, 1908.

PUBLIC NOTICE IS HEREBY GIVEN THAT APPLICATIONS WILL BE RECEIVED FROM

WEDNESDAY, NOVEMBER 4, UNTIL 12 M.

M. SATURDAY, DECEMBER 5, 1908,

FOR THE POSITION OF

PATROLMAN, POLICE DEPARTMENT.

(NO APPLICATION RECEIVED BY THE COMMISSION, BY MAIL OR OTHERWISE, AFTER 12 M. ON DECEMBER 5 WILL BE ACCEPTED.)

THE SUBJECTS AND WEIGHTS ARE AS FOLLOWS:

PHYSICAL DEVELOPMENT AND STRENGTH 30

MENTAL TEST 50

THE SUBJECTS AND WEIGHTS OF THE MENTAL TEST ARE AS FOLLOWS:

MEMORY TEST 2

GOVERNMENT 2

LOCALITIES 2

ARITHMETIC 2

SEVENTY PER CENT. WILL BE REQUIRED ON THE MENTAL EXAMINATION.

SEVENTY PER CENT. WILL BE REQUIRED ON STRENGTH. SEVENTY PER CENT. WILL BE REQUIRED ON PHYSICAL DEVELOPMENT.

APPLICATIONS WILL NOT BE RECEIVED FROM PERSONS WHO ARE LESS THAN TWENTY-THREE (23) YEARS OF AGE ON DECEMBER 5, 1908, OR WHO ARE MORE THAN THIRTY (30) YEARS OF AGE.

NATURALIZED CITIZENS MUST ATTACH THEIR NATURALIZATION PAPERS TO APPLICATION.

APPLICANTS WILL BE NOTIFIED LATER OF THE DATES OF THE PHYSICAL AND MENTAL EXAMINATIONS.

F. A. SPENCER,
Secretary.

n.6.18

MUNICIPAL CIVIL SERVICE COMMISSION, NO. 299 BROADWAY, CITY OF NEW YORK.

PUBLIC NOTICE WILL BE GIVEN OF

ALL COMPETITIVE EXAMINATIONS TWO WEEKS IN ADVANCE OF THE DATE UPON WHICH THE RECEIPT OF APPLICATIONS FOR ANY SCHEDULED EXAMINATION WILL CLOSE. APPLICATIONS WILL BE RECEIVED FOR ONLY SUCH EXAMINATIONS AS ARE SCHEDULED. NO APPLICATION WILL BE ACCEPTED AT THE OFFICE OF THE COMMISSION, BY MAIL OR OTHERWISE, AFTER THE CLOSING HOUR FOR THE RECEIPT OF SAME SET FORTH IN THE ADVERTISEMENT.

WHEN AN EXAMINATION IS ADVERTISED, A PERSON DESIRING TO COMPETE IN THE SAME MAY OBTAIN AN APPLICATION BLANK UPON REQUEST MADE IN WRITING OR BY PERSONAL APPLICATION AT THE OFFICE OF THE COMMISSION, ROOM 1119.

THE COMMISSION CANNOT GUARANTEE THAT APPLICATIONS MAILED IN RESPONSE TO WRITTEN REQUESTS WILL BE RECEIVED IN TIME TO PERMIT OF THEIR BEING PREPARED AND FILED PRIOR TO CLOSING HOUR.

ALL NOTICES OF EXAMINATIONS WILL BE POSTED IN THE OFFICE OF THE COMMISSION, AND ADVERTISED IN THE CITY RECORD FOR TWO WEEKS IN ADVANCE OF THE DATE UPON WHICH THE RECEIPT OF APPLICATIONS WILL CLOSE FOR ANY STATED POSITION.

PUBLIC NOTICE WILL ALSO BE GIVEN BY ADVERTISEMENT IN MOST OF THE CITY PAPERS.

WHEREVER AN EXAMINATION IS OF A TECHNICAL CHARACTER, DUE NOTICE IS GIVEN BY ADVERTISEMENT IN THE TECHNICAL JOURNALS APPERTAINING TO THE PARTICULAR PROFESSION FOR WHICH THE EXAMINATION IS CALLED.

SUCH NOTICES WILL BE SENT TO THE DAILY PAPERS AS MATTERS OF NEWS. THE SCOPE OF THE EXAMINATION WILL BE STATED, BUT FOR MORE GENERAL INFORMATION APPLICATION SHOULD BE MADE AT THE OFFICE OF THE COMMISSION.

SPECIMEN QUESTIONS OF PREVIOUS EXAMINATIONS MAY BE OBTAINED AT ROOM 1119.

UNLESS OTHERWISE SPECIFICALLY STATED, THE MINIMUM AGE REQUIREMENT FOR ALL POSITIONS IS 21.

FRANK L. POLK,

President;

R. ROSS APPLETON,

ARTHUR J. O'KEEFE,

Commissioners.

FRANK A. SPENCER,

Secretary.

n.6.18

BOROUGH OF MANHATTAN.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN, NEW YORK, November 6, 1908.

No. 154. Eliza street, from Flushing avenue to Williams street, Second Ward.
 No. 150. Fourteenth avenue, from Broadway to Newtown road, First Ward.
 No. 141. Freeman avenue, from Jackson avenue to Academy street, First Ward.
 No. 166. Greene avenue, from Grandview avenue to Kings County line, Second Ward.
 No. 165. Hulse street, from Thompson avenue to Foster avenue, First Ward.
 No. 181. Twelfth avenue, from Grand avenue to Vanderveer avenue, First Ward.
 No. 182. Third avenue, from Broadway to Janes street, First Ward.
 No. 241. Oceanview avenue, from Palmetto street to Steinbeck street, Second Ward.
 No. 250. Pleasant avenue, from Lawrence street to Rapley avenue.
 No. 261. Metropolitan avenue, from Dry Harbor road to the Brooklyn Borough line.
 No. 262. Fourteenth avenue, from Graham avenue to Broadway.
 No. 263. Elm street, from Academy street to Second avenue.

Borough of Richmond.

No. 72. Latona avenue, from Clinton B. Fisk avenue to Wesley avenue; Leonard avenue, from Jewel avenue to Wesley avenue; Waters avenue, from Livermore avenue to Wesley avenue; Dickey avenue, from Waters avenue to Latona avenue, and Livermore avenue, from Walbridge road to Latona avenue.

ANTONIO ZUCCA.

PAUL WILMANS.

JAMES H. KENNEDY.

Board of Assessors.

WILLIAM H. JAMES, Secretary.
 No. 200 Broadway, City of New York, Borough of Manhattan, November 12, 1908.

512.25

BOARD OF WATER SUPPLY.

TO CONTRACTORS.

SEALED BIDS OR PROPOSALS WILL BE received by the Board of Water Supply in the office of the Board, No. 209 Broadway, New York, Room 100, ninth floor, until 12 a. m.

TUESDAY, DECEMBER 1, 1908.

For CONTRACT 26 for the construction of the NORTH HALF OF THE WALLKILL PRESSURE TUNNEL, a tunnel in rock crossing under the valley of the Wallkill River, with three shafts 350 to 480 feet in depth, and a short stretch of plain concrete conduit known as cast-iron aqueduct and for CONTRACT 27 for the construction of the SOUTH HALF OF THE WALLKILL PRESSURE TUNNEL, with three shafts 350 to 480 feet in depth, and a short stretch of plain concrete conduit known as cut-and-cover aqueduct. The pressure tunnel will be circular, 440 feet inside diameter, and the aqueduct 17 feet high by 175 feet wide inside. The work is located in the Towns of New Paltz and Gardiner, Ulster County, N. Y.

Bids or proposals are invited for each contract separately and for both contracts combined. Any bidder may make a bid for either contract or for the two contracts combined. A separate form of proposal will be furnished for the purpose of the combined bid.

The Board may reject any or all bids. An approximate statement of the quantities of the various classes of work and further information are given in the Information for Bidders, forming part of the contract.

At the above place and time the bids will be publicly opened and read. The award of the contract, if awarded, will be made by the Board of Water Supply as soon thereafter as practicable. Two or more bonds, the aggregate amount of which shall be four hundred and eighty thousand dollars (\$480,000) under each contract, will be required for the faithful performance of the contract. Each bond must be signed by the contractor and the sureties. The name and address of each surety offered must be stated in the bid or proposal, together with the amount in which each surety will qualify. The sureties and the amount in which each will qualify must be satisfactory to the Board.

No bid will be received and deposited unless accompanied by a certified check upon a National or State bank, drawn to the order of the Comptroller of the City of New York, in the amount of fifty thousand dollars (\$50,000) for each contract. Only one check for each contract will be required whether bids are submitted for the contracts separately or combined.

Time allowed for the completion of the work under each contract is 42 months from the service of notice by the Board to begin work.

Pamphlets containing information for bidders, forms of proposal, contract and bond, approved by the Corporation Counsel, and specifications and pamphlets containing contractor drawings can be obtained at the office of the Board of Water Supply, Room 100, at the above address, upon application in person or by mail, by depositing the sum of ten dollars (\$10) in postage, or check drawn to the order of the Board of Water Supply, for each pamphlet, or twenty dollars (\$20) for each set. This deposit will be refunded upon the return of the pamphlets in acceptable condition within thirty days from the date on which bids are to be opened.

JOHN A. BENSEL, President;
 CHARLES N. CHADWICK,
 CHARLES A. SHAW,
 Commissioners of the Board of Water Supply.

J. WALDO SMITH, Chief Engineer;
 THOMAS HARRITT, Secretary.

512.25

See General Instructions to Bidders on the last page, last column, of the "City Record."

TO CONTRACTORS.

SEALED BIDS OR PROPOSALS WILL BE received by the Board of Water Supply in the office of the Board, No. 209 Broadway, New York, Room 100, ninth floor, until 12 a. m. on

TUESDAY, NOVEMBER 17, 1908.

FOR MAKING BORINGS ALONG ONE OR MORE LINES SOUTH OF HILL VIEW RESERVOIR, LYING MAINLY IN THE BOROUGHS OF THE BRONX, MANHATTAN AND BROOKLYN, INCLUDING LINES CROSSING THE HARLEM RIVER, PROBABLY BETWEEN SEVENTH AVENUE AND WASHINGTON BRIDGE, AND THE EAST RIVER, APPROXIMATELY BETWEEN THE WILLIAMSBURG AND BROOKLYN BRIDGES.

An approximate statement of the quantities of the various classes of work and further information are given in the Information for Bidders, forming part of the contract.

At the above place and time the bids will be publicly opened and read. The award of the contract, if awarded, will be made by the Board of Water Supply as soon thereafter as practicable.

Two or more bonds, the aggregate amount of which shall be Fifty Thousand Dollars (\$50,000), will be required for the faithful performance of the contract. Each bond must be signed by the contractor and the sureties. The name and ad-

dress of each surety offered must be stated in the bid or proposal, together with the amount in which each surety will qualify. The sureties and the amount in which each will qualify must be satisfactory to the Board.

No bid will be received and deposited unless accompanied by a certified check upon a National or State bank, drawn to the order of the Comptroller of The City of New York, to the amount of Three Thousand Dollars (\$3,000).

Time allowed for the completion of the work is until December 31, 1910.

Pamphlets containing information for bidders, forms of proposal, contract and bond, approved by the Corporation Counsel, and specifications and contractor drawings, can be obtained at the office of the Board of Water Supply, Room 100, at the above address, upon application in person or by mail, by depositing the sum of Ten Dollars (\$10) in currency, or check drawn to the order of the Board of Water Supply, for each pamphlet. This deposit will be refunded upon the return of the pamphlets in acceptable condition within thirty days from the date on which bids are to be opened.

JOHN A. BENSEL, President;
 CHARLES N. CHADWICK,
 CHARLES A. SHAW,
 Commissioners of the Board of Water Supply.

J. WALDO SMITH, Chief Engineer.

THOMAS HARRITT, Secretary.

512.17

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF BRIDGES.

DEPARTMENT OF BRIDGES, Nos. 13 to 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Bridges at the above office until 10 o'clock a. m. on

THURSDAY, DECEMBER 3, 1908.

FOR THE CONSTRUCTION OF THE FOUNDATIONS OF THE MUNICIPAL BUILDING.

The contractor will be required to begin work within five days of the date of certification of the contract by the Comptroller, and will be required to complete the entire work to the satisfaction of the Commissioner and in accordance with the plans and specifications by July 1, 1909.

The amount of security to guarantee the faithful performance of the work will be Two Hundred and Fifty Thousand Dollars (\$250,000).

The right is reserved by the Commissioner to reject all the bids should he deem it to the interest of the City so to do.

Blank forms and specifications may be obtained at the office of the Department of Bridges.

J. W. STEVENSON, Commissioner.

Dated November 12, 1908.

512.43

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF BRIDGES, Nos. 13 to 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioners of Bridges at the above office until 10 o'clock a. m. on

THURSDAY, NOVEMBER 19, 1908.

FOR FURNISHING AND DELIVERING STEEL AND HARDWARE SUPPLIES TO THE HARLEM RIVER BRIDGES DURING THE YEAR 1908.

The time for the delivery of the materials and the performance of the contract will be on or before December 31, 1908.

The amount of security to guarantee the faithful performance of the contract will be Five Hundred Dollars (\$500).

The right is reserved by the Commissioner to reject all the bids should he deem it to the interest of the City so to do.

Blank forms and specifications may be obtained at the office of the Department of Bridges.

J. W. STEVENSON, Commissioner.

Dated November 6, 1908.

512.19

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF BRIDGES, Nos. 13 to 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Bridges at the above office until 10 o'clock a. m. on

THURSDAY, NOVEMBER 19, 1908.

FOR FURNISHING AND DELIVERING LUMBER TO HARLEM RIVER AND BRONX BRIDGES DURING THE YEAR 1908.

The time for the delivery of the materials and the performance of the contract will be on or before December 31, 1908.

The amount of security to guarantee the faithful performance of the contract will be One Thousand Dollars (\$1,000).

The right is reserved by the Commissioner to reject all the bids should he deem it to the interest of the City so to do.

Blank forms and specifications may be obtained at the office of the Department of Bridges.

J. W. STEVENSON, Commissioner.

Dated November 6, 1908.

512.19

See General Instructions to Bidders on the last page, last column, of the "City Record."

FIRE DEPARTMENT.

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, Nos. 157 AND 159 EAST SIXTY-SEVENTH 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

The time for the delivery of the articles, materials and supplies and the performance of the contract is ninety (90) days.

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 total. The bids will be compared and the contract awarded at a lump or aggregate sum.

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, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

NICHOLAS J. HAYES, Fire Commissioner.

Dated November 12, 1908.

512.19

See General Instructions to Bidders on the last page, last column, of the "City Record."

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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, No. 148 East Twentieth street.

JOHN V. COGGEY, Commissioner.

Dated November 12, 1908.

123,24

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF CORRECTION, NO. 148 EAST TWENTIETH STREET, 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

TUESDAY, NOVEMBER 24, 1908.

Borough of Manhattan.

No. 1. FOR FURNISHING AND DELIVERING HARDWARE, PAINTS, IRON, STEAM FITTINGS, LUMBER AND MISCELLANEOUS ARTICLES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before ten days.

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, and awards made to the lowest bidder on each item. The bids on lumber will be compared and the contract awarded at a lump or aggregate sum.

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, No. 148 East Twentieth street.

JOHN V. COGGEY, Commissioner.

Dated November 12, 1908.

123,24

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF CORRECTION, NO. 148 EAST TWENTIETH STREET, 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, NOVEMBER 19, 1908.

Borough of Manhattan.

FOR FURNISHING AND DELIVERING POULTRY, SALT, PORK, ETC. FOR THANKSGIVING AND CHRISTMAS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before December 23, 1908.

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, and awards made to the lowest bidder on each item.

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, No. 148 East Twentieth street.

JOHN V. COGGEY, Commissioner.

Dated November 6, 1908.

123,10

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 TWENTIETH STREET, 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, DECEMBER 1, 1908.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR REMOVING THE FOUR HOSPITAL PAVILIONS LOCATED ON THE GROUNDS OF BELLEVUE HOSPITAL AND ERECTING SAME AT THE METROPOLITAN HOSPITAL, BLACKWELLS ISLAND, THE CITY OF NEW YORK.

The time allowed for the completion of the work and full performance of the contract is twenty (20) consecutive working days.

The surety required will be Two Thousand Dollars (\$2,000).

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 East Twentieth street, The City of New York, where plans and specifications may be seen.

ROBERT W. HEBBERD, Commissioner.

Dated November 17, 1908.

123,12

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTIETH STREET, 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

FRIDAY, NOVEMBER 27, 1908.

FOR PROVIDING ALL THE LABOR AND MATERIALS REQUIRED FOR THE COOKING SERVICE EQUIPMENT (INCLUDING REFRIGERATORS, GAS AND ELECTRIC FIXTURES AND FITTING UP (OTHER THAN THAT OF CLOSETS AND LINEN ROOMS)

AND ALL OTHER WORK AS SET FORTH IN THE DRAWINGS AND SPECIFICATIONS, FOR THE ERECTION AND ENTIRE COMPLETION OF A RESIDENCE FOR THE SUPERINTENDENT, A RESIDENCE FOR THE MEDICAL STAFF, AND A DINING HALL, AND KITCHEN BUILDING, IN CONNECTION WITH THE CITY HOSPITAL, AT BLACKWELLS ISLAND, THE CITY OF NEW YORK.

The time allowed for doing and completing the entire work and the full performance of the contract is sixty (60) consecutive calendar days.

The surety required will be Ten Thousand Dollars (\$10,000).

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 Raymond F. Almair, Architect, No. 51 Chambers street, The City of New York, where plans and specifications may be seen.

ROBERT W. HEBBERD, Commissioner.

Dated November 14, 1908.

123,24

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTIETH STREET, 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

MONDAY, NOVEMBER 30, 1908.

FOR PROVIDING ALL LABOR AND MATERIALS NECESSARY OR REQUIRED FOR THE EXCAVATION, MASONRY, STEEL AND IRON WORK, ROOFING AND METAL WORK, CARPENTRY, ELECTRIC WORK, HEATING AND VENTILATING WORK, PLUMBING WORK AND ALL OTHER WORK, AS SET FORTH IN THE DRAWINGS AND SPECIFICATIONS FOR THE CONSTRUCTION AND ENTIRE COMPLETION OF A TUBERCULOSIS INFIRMARY, FOR THE METROPOLITAN HOSPITAL DISTRICT, BLACKWELLS ISLAND, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

The time allowed for doing and completing the entire work and the full performance of the contract is three hundred and sixty-five (365) consecutive calendar days.

The surety required will be One Hundred Thousand Dollars (\$100,000).

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 Raymond F. Almair, Architect, No. 51 Chambers street, The City of New York, where plans and specifications may be seen.

ROBERT W. HEBBERD, Commissioner.

Dated November 12, 1908.

123,24

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTIETH STREET, 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, NOVEMBER 24, 1908.

FOR THE TRANSPORTATION AND BURIAL OF PAUPER DEAD IN THE BOROUGH OF QUEENS.

The time for the performance of the contract is during the year 1909.

The amount of security required is Seven Hundred and Fifty Dollars (\$750).

The bidder will state the price for the burial of each body, by which the bids will be tested. The bids will be read from the total and award made to the lowest bidder.

ROBERT W. HEBBERD, Commissioner.

The City of New York, November 12, 1908.

123,24

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTIETH STREET, 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, NOVEMBER 18, 1908.

FOR FURNISHING AND DELIVERING FLOUR AND MISCELLANEOUS SUPPLIES.

The time for the performance of the contract is during the year 1909.

The amount of security required is fifty (50) per cent. of the amount of the bid or estimate.

The bidder will state the price per barrel, per dozen 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 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 Twentieth street, Borough of Manhattan.

ROBERT W. HEBBERD, Commissioner.

The City of New York, November 7, 1908.

123,24

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTIETH STREET, NEW YORK.

TO CONTRACTORS.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Richmond at the above office until 12 o'clock on

TUESDAY, NOVEMBER 24, 1908.

Borough of Richmond.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR THE COOKING SERVICE EQUIPMENT (INCLUDING REFRIGERATORS, GAS AND ELECTRIC FIXTURES AND FITTING UP (OTHER THAN THAT OF CLOSETS AND LINEN ROOMS)

FOUNDATION THE ROADWAY OF HEBERTON AVENUE, FROM POST AVENUE TO ELIZABETH STREET, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantity and quality of the material, and the nature and extent, as near as possible, of the work required is as follows:

6,000 square yards of wood block pavement, 900 cubic yards of concrete, including mortar bed.

2,700 linear feet of new sixteen (16) inch bluestone curbstone, furnished and set.

900 square feet of old sidewalk, relaid.

The time for the completion of the work and the full performance of the contract is seventy-five (75) days.

The amount of security required is Eleven Thousand Dollars (\$11,000).

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 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 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.

The City of New York, October 21, 1908.

GEORGE CROMWELL, President.

123,24

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF FINANCE.

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, EFFECTED BY THE FOLLOWING ASSESSMENTS FOR LOCAL IMPROVEMENTS IN THE EIGHTH WARD OF THE BOROUGH OF BROOKLYN, PURSUANT TO THE PROVISIONS OF CHAPTER 365 OF THE LAWS OF 1884, AND THE ACT AMENDATORY THEREOF, AND CHAPTER 374 OF THE LAWS OF 1897, AND CHAPTER 466 OF THE LAWS OF 1901 AMENDATORY THEREOF.

THE TIME ALLOWED FOR DOING AND COMPLETING THE ENTIRE WORK AND THE FULL PERFORMANCE OF THE CONTRACT IS THREE HUNDRED AND SIXTY-FIVE (365) CONSECUTIVE CALENDAR DAYS.

THE SURETY REQUIRED WILL BE ONE HUNDRED THOUSAND DOLLARS (\$100,000).

THE BIDDER WILL STATE ONE AGGREGATE PRICE FOR THE WHOLE WORK DESCRIBED AND SPECIFIED, AS THE CONTRACT IS ENTIRE AND FOR A COMPLETE JOB.

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 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 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 BRITTON, BOROUGH OF RICHMOND.

THE CITY OF NEW YORK, OCTOBER 21, 1908.

GEORGE CROMWELL, President.

123,24

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF FINANCE.

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, EFFECTED BY THE FOLLOWING ASSESSMENTS FOR LOCAL IMPROVEMENTS IN THE BOROUGH OF QUEENS:

FIRST WARD.

BARTOW STREET—SEWER, BETWEEN JACKSON AVENUE AND WEBSTER AVENUE. AREA OF ASSESSMENT: BOTH SIDES OF BARTOW STREET, FROM JACKSON AVENUE TO WEBSTER AVENUE.

THIRTEENTH AVENUE—SEWER, FROM VANDENBERG AVENUE TO GRAND AVENUE. AREA OF ASSESSMENT: BOTH SIDES OF THIRTEENTH AVENUE, FROM VANDENBERG AVENUE TO GRAND AVENUE.

FIFTEENTH AVENUE—REGUL

made thereon on or before January 1, 1908, 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.

HERMAN A. METZ, Comptroller,
City of New York, Department of Finance,
Comptroller's Office, November 10, 1908.

n12.23

CORPORATION SALE OF BUILDINGS, MA-
CHINERY, AND APPURTENANCES
THERETO, ERECTED UPON PRO-
PERTY OWNED BY THE CITY OF NEW
YORK.

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 at public auction the
buildings, parts of buildings, machinery and
appurtenances thereto, now standing upon property
owned by The City of New York, acquired for
the use of the terminal for the Manhattan side
of the Brooklyn Bridge, the said buildings being
situated in the

Borough of Manhattan,

and being more particularly within the area of
the following known property:

All of the buildings situated and now standing
upon land within the area of the block bounded
by the north side of Chambers street, the south-
easterly side of City Hall place and the southerly
and southwesterly side of Duane street, in the
Borough of Manhattan, all of which property is
situated within Block 120 on the land map of
the County of New York.

Pursuant to a resolution of the Commissioners
of the Sinking Fund adopted at a meeting held
February 20, 1908, the sale of the above-described
buildings and appurtenances thereto will be held
by direction of the Comptroller on

FRIDAY, NOVEMBER 27, 1908,

at 11 a.m. on the premise, upon the following
TERMS AND CONDITIONS:

The buildings and appurtenances thereto will
be sold to the highest bidder, who must pay im-
mediately cash in a certified check drawn to the
order of the Comptroller of The City of New
York, and must also at the time of sale give a
certified check or cash in half the amount of the
purchase price as security for the faithful per-
formance of the terms and conditions of the
sale. Where the amount of the purchase price
does not equal or exceed the sum of fifty dollars,
the sum of five dollars shall be the amount of
the security to be deposited. The 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., pur-
chased 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 pur-
chase money and the security deposited for the
faithful performance of the conditions of the
sale. The placing thereon or permitting the oc-
cupancy of any such building by any tenant
free, for rent or otherwise, excepting the neces-
sary watchmen or the workers engaged in the
actual demolition thereof, shall of itself be a
breach of the above conditions of sale.

All the material of the buildings, sheds, walls,
structures and cellars of whatsoever nature, with
their exterior and interior fixtures, appurtenances
and foundations of all kinds, except the main
walls and such as front of said buildings, extending
within the described area and down to the
level of the cellar bottom, 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 ex-
cept old mortar or plaster only, which may be
left, but not higher at any point than two feet
below the curb deposits that remain after the
foundation walls of all classes shall be taken
down only to a plane whose elevation shall be
the level of the curb in front of the building.

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 reg-
ulations 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,
Borough of Manhattan, and furnish the Department
of Finance with a certificate from the Bu-
reau 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 pur-
chaser of the building.

Failure to remove said buildings, appur-
tenances, or any part thereof, within thirty days
from the day of the possession will work for-
feiture of ownership of such buildings, appur-
tenances or purpose as shall then be left stand-
ing, together with all moneys paid by said pur-
chaser on account thereof at the time of the
sale, except as regards the East River Savings
Bank building, in which case sixty days will
be allowed for removal, 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 pur-
chaser, cause the same to be removed, and the costs
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 may be completed within thirty
days from the day of possession, as hereinafter
provided, 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 protection 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, then or at any
time, and against and from all damage and
costs to which it is or any of them may be put
by reason of injury to the person or property
of another, resulting from negligence or care-
lessness in the performance of the work, or in
guarding the same, or from any injuries or
defective materials or machinery, implements or
appliances used in the removal of said buildings.

Party walls and tenons, when existing against
adjacent property not sold, shall not be taken
down. All lattices, 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, beam-
holes, etc., bricked up, and the wall painted and
made to exclude wind and rain and prevent 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.
H. METZ, Comptroller.

City of New York, Department of Finance,
Comptroller's Office, November 10, 1908.

Assessments kept in the Bureau for the Col-
lection 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 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 Assess-
ments, it shall be the duty of the officer auth-
orized 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 1019 of this act."

Section 1019 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 Col-
lector of Assessments and Arrears, at the Bureau
for the Collection of Assessments and Arrears
of Taxes and Assessments and of Water Rents,
Room H, No. 280 Broadway, Borough of Man-
hattan, 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 January 9,
1909, 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.

HERMAN A. METZ, Comptroller.
City of New York, Department of Finance,
Comptroller's Office, November 10, 1908.

corner. Area of assessment: Northwest corner of
One Hundred and Twenty-first street and Third
avenue, known as Lot No. 36 in Block 1220.

The above assessment was certified to the Col-
lector of Assessments and Arrears, under the
provisions of section 1019 of the Greater New
York Charter.

— that the same was entered on November 9,
1908, 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 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 Assess-
ments, it shall be the duty of the officer auth-
orized 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 1019 of this act."

Section 1019 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 Col-
lector of Assessments and Arrears at the Bureau
for the Collection of Assessments and Arrears
of Taxes and Assessments and of Water Rents,
Room H, No. 280 Broadway, Borough of Man-
hattan, between the hours of 9 a.m. and 2 p.m., and all
payments made thereon on or before January 6,
1909, will be exempt from interest, as above pro-
vided, 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.

HERMAN A. METZ, Comptroller.

City of New York, Department of Finance,

Comptroller's Office, November 9, 1908.

n12.25

PROPOSALS FOR \$12,500,000 OF FOUR PER CENT. STOCK AND BONDS OF
THE CITY OF NEW YORK.

PRINCIPAL AND INTEREST PAYABLE IN GOLD.

EXEMPT FROM TAXATION.

EXECUTORS, ADMINISTRATORS, GUARDIANS AND OTHERS HOLDING TRUST FUNDS
ARE AUTHORIZED BY SECTION 6 OF ARTICLE 1 OF CHAPTER 417 OF THE LAWS
OF 1907, AS AMENDED, TO INVEST IN SAID STOCK AND BONDS.

SEALED PROPOSALS WILL BE RECEIVED BY THE COMPTROLLER OF THE CITY OF
New York at his office, No. 280 Broadway, Borough of Manhattan, in The City of
New York, until

MONDAY, NOVEMBER 23, 1908.

at 12 o'clock p.m., when they will be publicly opened in the presence of the Commissioners of the Sinking Fund, or such of them as shall attend, as provided by law, for the whole or a part of the following described Bonds or Coupons Registered or Coupon Stock and Bonds of The City of New York, bearing interest at the rate of four per cent per annum, from and including November 23d, 1908, to 1918.

\$7,000,000 of Corporate Stock of The City of New York (for Various Municipal Purposes). Principal payable November 1st, 1938. Interest payable semi-annually on May 1st and November 1st.

This stock was duly authorized by the Greater New York Charter, as amended, and other acts of the Legislature of the State of New York, and by the Municipal authorities of The City of New York, and is free and exempt from all taxation.

\$4,000,000 of Corporate Stock of The City of New York. To Provide for the Supply of Water. Principal payable November 1st, 1938. Interest payable semi-annually on May 1st and November 1st.

This stock was duly authorized by the Greater New York Charter, as amended, and other acts of the Legislature of the State of New York, and by the Municipal authorities of The City of New York, and is free and exempt from all taxation.

\$1,000,000 of Corporate Stock of The City of New York for the Construction of the Rapid Transit Railroad. Principal payable November 1st, 1938. Interest payable semi-annually on May 1st and November 1st.

This stock was duly authorized by the Greater New York Charter, as amended, and other acts of the Legislature of the State of New York, and by the Municipal authorities of The City of New York, and is free and exempt from all taxation.

\$1,000,000 of Corporate Stock of The City of New York, for the Construction of a Building in Bryan Park for the New York Public Library, Astor, Lenox and Tilden Foundations. Principal payable November 1st, 1938. Interest payable semi-annually on May 1st and November 1st.

This stock was duly authorized by the Greater New York Charter, as amended, and other acts of the Legislature of the State of New York, and by the Municipal authorities of The City of New York, and is free and exempt from all taxation.

\$1,000,000 of Assessment Bonds of The City of New York (for Street Improvements). Principal payable November 1, 1938. Interest payable semi-annually on May 1st and November 1st.

These Bonds were duly authorized by the Greater New York Charter, as amended, and by the Municipal authorities of The City of New York, and are free and exempt from all taxation.

The interest on all of said Stock and Bonds which may be issued in Coupon form will be paid at the option of the holder thereof, at the office of the Comptroller of The City of New York or at the office of the City's Agents in London, England.

The said stock and bonds are issued in accordance with the provisions of section 10 of article 1 of the Constitution of the State of New York.

The principal and interest on said stock and bonds are payable in gold coins of the United States of America, of the present standard of weight and fineness, pursuant to resolutions of the Commissioners of the Sinking Fund, adopted June 9th, 1908, and April 12th, 1904.

CONDITIONS OF SALE.

As provided for by the Greater New York Charter.

1. Proposals containing conditions other than those herein set forth will not be received or considered.

2. No proposal for bonds or stock shall be accepted for less than the par value of the same.

3. Every bidder, as a condition precedent to the reception or consideration of his proposal, shall deposit with the Comptroller in money, or by a certified check drawn to the order of said Comptroller upon a trust company or a state bank in good standing under the laws of the State of New York, or upon a National Bank. Two per cent. of the par value of the bonds or stock bid for in said proposal.

No proposal will be received or considered which is not accompanied by such deposit.

4. If said highest bidder or bidders shall refuse or neglect, within five days after service of written notice of the award to him or them, to pay to the City Chamberlain the amount of the bonds or stock awarded to him or them at its or their par value, together with the premium thereon, less the amount deposited by him or them, the amount or amounts of deposit thus made shall be forfeited to and retained by said City as liquidated damages for such neglect or refusal, and shall thereafter be paid into the Sinking Fund of The City of New York for the Redemption of the City Debt.

5. Upon the payment into the City Treasury by the persons whose bids are accepted, of the amount due for the bonds or stock awarded to them respectively, including accrued interest from the date of sale, certificate thereof shall be issued to them in such denominations provided for by the Charter as they may desire.

6. It is required by the Charter of the City that "every bidder may be required to accept a portion of the whole amount of bonds or stock bid for by him at the same rate or proportional price as may be specified in his bid; and any bid which conflicts with this condition shall be rejected." Accordingly, that any bidder offering to purchase all or any part of the bonds offered for sale at a price or rate or higher may also offer to purchase all or more of said bonds at a different price, and if the Comptroller deems it to be in the interests of the City so to do, he may award the bonds to the bidder offering the highest price for all or some of said bonds; provided, however, that if the Comptroller deems it to be in the interests of the City so to do, he may reject all bids.

Under this provision, the condition that the bidder will accept only the whole amount of bonds or stock bid for by him, and not any part thereof, cannot be inserted in any bid, except those for "all or none" offered by bidders who have also bid for "all or any part" of the bonds or stock offered for sale.

7. Bonds or stock issued in Coupon form can be converted at any time into Registered Bonds or Stock, and bonds or stock issued in Registered form can be converted at any time into Coupon Bonds or Stock in denominations of \$1000.

8. The proposals, together with the security deposit, should be inclosed in a sealed envelope, indorsed "Proposals for Bonds of The City of New York" and said envelope inclosed in another sealed envelope, addressed to the Comptroller of The City of New York. (No special form of proposal is required, therefore no blanks are furnished.)

HERMAN A. METZ, Comptroller.

The City of New York, Department of Finance, Comptroller's Office, November 10, 1908.

n12.27

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF
the Greater New York Charter, the Com-
ptroller 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
MANHATTAN:

TWELFTH WARD, SECTION 6.

ONE HUNDRED AND TWENTY-FIRST
STREET AND THIRD AVENUE—RESTOR-
ING ASPHALT PAVEMENT, at the northwest

corner. Area of assessment: Northwest corner of
One Hundred and Twenty-first street and Third
avenue, known as Lot No. 36 in Block 1220.

The above assessment was certified to the Col-
lector of Assessments and Arrears, under the
provisions of section 1018 of the Greater New
York Charter.

— that the same was entered on November 9,
1908, 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 in
section 1018 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 Assess-
ments, it shall be the duty of the officer auth-
orized 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 1018 of this act."

Section 1018 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 Col-
lector of Assessments and Arrears at the Bureau
for the Collection of Assessments and Arrears of
Taxes and Assessments and of Water Rents, at
the Hackensack Building, No. 51 Jackson avenue,
Long Island City, Borough of Queens, between
the hours of 9 a.m. until 12 m., and on Sat-
urdays from 9 a.m. until 12 m., and all payments
made thereon on or before January 1, 1909, 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.

HERMAN A. METZ,
Comptroller.
City of New York, Department of Finance,
Comptroller's Office, November 5, 1908.

66.19

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE GREATER NEW YORK CHARTER, THE COMPTROLLER OF THE CITY OF NEW YORK HERBY GIVES PUBLIC NOTICE TO ALL PERSONS, OWNERS OF PROPERTY, AFFECTED BY THE FOLLOWING ASSESSMENTS FOR LOCAL IMPROVEMENTS IN THE BOROUGH OF QUEENS:

FIRST WARD.

BRIELL STREET—SEWER, from Jackson avenue to Webster avenue. Area of assessment: Both sides of Briell street, from Jackson avenue to Webster avenue.

THIRD AVENUE—REGULATING, GRADING, CURBING, RECURBING AND PAVING, from Jamaica avenue to Grand avenue. Area of assessment: Both sides of Third avenue, from Jamaica avenue to Grand avenue, and to the extent of half the block at the intersecting and terminating avenues.

FIFTH AVENUE—REGULATING, GRADING, CURBING AND LAYING CROSSWALKS, from Pierce avenue to Jackson avenue. Area of assessment: Both sides of Fifth avenue, from Pierce avenue to Jackson avenue, and to the extent of half the block at the intersecting and terminating avenues.

EIGHTH AVENUE—PAVING, from Flushing to Potter avenue. Area of assessment: Both sides of Eighth avenue, from Flushing avenue to Potter avenue, and to the extent of half the block at the intersecting and terminating avenues.

EIGHTH AVENUE—PAVING, from Jackson avenue to Washington avenue. Area of assessment: Both sides of Eighth avenue, from Jackson avenue to Washington avenue, and to the extent of half the block at the intersecting and terminating avenues.

NINTH AVENUE—REGULATING, GRADING, CURBING, FLAGGING AND LAVING CROSSWALKS, from Pierce avenue to Graham avenue. Area of assessment: Both sides of Ninth avenue, from Pierce avenue to Graham avenue, and to the extent of half the block at the intersecting and terminating avenues.

NINTH AVENUE—SEWER, from Flushing avenue to the crown 200 feet south of Vandeventer avenue. Area of assessment: Both sides of Ninth avenue, from Flushing avenue to a point about 200 feet south of Vandeventer avenue.

NINTH AVENUE—SEWER, from a point 400 feet north of Grand avenue to Grand avenue. Area of assessment: Both sides of Ninth avenue, from Grand avenue to a point 400 feet north of Grand avenue.

SIXTEENTH AVENUE—REGULATING, GRADING, CURBING, FLAGGING AND LAVING CROSSWALKS, from Broadway to Jamaica avenue. Area of assessment: Both sides of Sixteenth avenue, from Broadway to Jamaica avenue, and to the extent of half the block at the intersecting and terminating streets and avenues, —that the same were confirmed by the Board of Assessors, November 4, 1908, and entered on November 4, 1908, 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 in section 1018 of this act."

Section 1018 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 of the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, at the Hartken Building, No. 51 Jackson Avenue, Long Island City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. until 12 m., and all payments made thereon on or before January 4, 1909, 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 a lien to the date of payment.

HERMAN A. METZ,
Comptroller.

City of New York, Department of Finance,
Comptroller's Office, November 4, 1908.

66.19

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

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 at public auction the buildings, parts of buildings, etc., now standing on property owned by the City of New York, acquired by it for bridge purposes in the

Borough of Manhattan.

Being all those buildings, parts of buildings, etc., situated within the lines of property taken for bridge purposes between Monroe street and the Bowery, and more particularly described as being all or part of the buildings known as No. 12 Bayard street, No. 6 Forsyth street, No. 8 Forsyth street, No. 77 Henry street, No. 125 Madison street, No. 132 Madison street, No. 53 Monroe street and No. 69 Monroe street; all of which buildings are more particularly described on a map on file in the office of the Collector of City Revenue, Department of Finance, Room 121, Borough of Manhattan.

Pursuant to a resolution of the Commissioners of the Sinking Fund, the sale of the above-described buildings and appurtenances thereto will be held by direction of the Comptroller on

TUESDAY, NOVEMBER 17, 1908, at 11 a. m., on the premises, upon the following

TERMS AND CONDITIONS.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of the City of New York, and must also at the time of sale 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 fifty dollars, the sum of fifty dollars 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 passing therin or permitting the occupancy of any such building by any tenant free, 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.

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 sidewalk and curb in front of said buildings, extending within the described area and down to the level of the cellar bottom, 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 earth opposite that point; also the foundation walls of all classes shall be taken down only to a plane whose elevation shall be the level of the curb in front of the building.

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, Borough of Manhattan, 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 costs 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.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All tummings, 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.

H. A. METZ,
Comptroller.
City of New York, Department of Finance,
Comptroller's Office, October 31, 1908.

SUPPLIES OF ANY DESCRIPTION, INCLUDING GAS AND ELECTRICITY.

One company on a bond up to \$50,000.

Two companies on a bond up to \$125,000.

Three companies on a bond up to \$200,000.

Asphalt, Asphalte Block and Wood Block Pavements.

Two companies on a bond up to \$50,000.

Three companies on a bond up to \$125,000.

Regulating, Grading, Paving, Sewers, Water Mains, Dredging, Construction of Parks, Parkway, Etc.

One company on a bond up to \$50,000.

Two companies on a bond up to \$75,000.

Three companies on a bond up to \$150,000.

Four companies on a bond up to \$250,000.

New Docks, Buildings, Bridges, Aqueducts, Tunnels, Etc.

One company on a bond up to \$50,000.

Two companies on a bond up to \$75,000.

Three companies on a bond up to \$150,000.

Four companies on a bond up to \$250,000.

Repairs, Ventilating, Heating, Plumbing, Etc.

One company on a bond up to \$25,000.

Two companies on a bond up to \$75,000.

Three companies on a bond up to \$150,000.

Four companies on a bond up to \$250,000.

On bonds regarded as hazardous risks additional security will be required as the Comptroller sees fit in each instance.

All bonds exceeding \$50,000 will by that fact alone be considered hazardous risks, no matter what the nature of the work.

H. A. METZ,
Comptroller.

BOROUGH OF QUEENS.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS, THIRD FLOOR OF THE BOROUGH HALL, FIFTH STREET AND JACKSON AVENUE, LONG ISLAND CITY, BOROUGH OF QUEENS, CITY OF NEW YORK.

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

TUESDAY, NOVEMBER 24, 1908.

NO. 1. FOR REGULATING AND REPAIRING WITH GRANITE BLOCK PAVEMENT ON A SAND FOUNDATION THE ROADWAY OF WOODWARD AVENUE, FROM STANHOPE STREET TO ELM STREET, SECOND WARD.

The time allowed for doing and completing the above work will be forty (40) working days. The amount of security required will be One Thousand Dollars (\$1,000).

The Engineer's estimate of the quantities is as follows:

3,650 square yards of granite block pavement, including sand bed laid with sand joints, and all regulating and grading.

No. 2. FOR PAVING WITH WOOD BLOCK PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF ACADEMY STREET, FROM BROADWAY TO JAMAICA AVENUE, FIRST WARD.

The time allowed for doing and completing the above work will be thirty (30) working days. The amount of security required will be Four Thousand Dollars (\$4,000).

The Engineer's estimate of the quantities is as follows:

400 cubic yards of concrete, including mortar bed.

3,000 square yards of wood block pavement.

No. 3. FOR PAVING WITH ASPHALT BLOCK PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF TEMPLE STREET, FROM BOULEVARD TO ELY AVENUE, FIRST WARD.

The time allowed for doing and completing the above work will be six (6) working days. The amount of security required will be Seven Thousand Five Hundred Dollars (\$7,500).

The Engineer's estimate of the quantities is as follows:

5,614 square yards of asphalt block pavement.

932 cubic yards of concrete, including mortar bed.

2,000 linear feet of old curb, to be replaced, rejoined and reset.

No. 4. TO CONSTRUCT SEWER AND APPURTENANCES IN VANDEVENTER AVENUE, FROM FOURTEENTH AVENUE TO ELEVENTH AVENUE, IN THE FIRST WARD.

The time allowed for doing and completing the above work will be one (1) working day. The amount of security required will be Two Thousand Dollars (\$2,000).

The Engineer's estimate of the quantities is as follows:

80 linear feet 12-inch vitrified salt-glazed pipe sewer.

356 linear feet 6-inch vitrified salt-glazed pipe sewer.

30 linear feet 12-inch vitrified salt-glazed culvert pipe.

1,056 linear feet 6-inch vitrified salt-glazed pipe for house connection.

6 manholes, complete.

1 receiving basin, complete.

200 cubic yards rock, excavated and removed.

2,000 feet (B. M.) timber for foundation.

2,000 feet (B. M.) timber for bracing and sheet piling.

The time allowed for doing and completing the above work will be on working days.

The amount of security required will be Two Thousand Dollars (\$2,000).

No. 5. TO CONSTRUCT SEWER AND APPURTENANCES IN TWELFTH AVENUE, FROM GRAND AVENUE TO VANDEVENTER AVENUE, IN THE FIRST WARD.

The Engineer's estimate of quantities is as follows:

580 linear feet 12-inch vitrified salt-glazed pipe sewer.

576 linear feet 6-inch vitrified salt-glazed pipe for house connection.

4 cubic yards of rock, excavated and removed.

2,000 feet (B. M.) timber for foundation.

2,000 feet (B. M.) timber for bracing and sheet piling.

The time allowed for doing and completing the above work will be on working days.

The amount of security required will be Five Hundred Dollars (\$500).

No. 6. TO CONSTRUCT A TEMPORARY SEWER AND APPURTENANCES IN NINE

TEENTH STREET, FROM BAYSIDE AVENUE TO FOURTEENTH AVENUE, AT WHITESTONE, THIRD WARD.

The Engineer's estimate of the quantities is as follows:

200 linear feet 12-inch vitrified salt-glazed pipe sewer.

6 manholes, complete.

40 cubic yards of rock, excavated and removed.

2,000 feet (B. M.) timber for foundation.

1,000 feet (B. M.) timber for bracing and sheet piling.

The time allowed for doing and completing the above work will be 60 working days.

The amount of security required will be Twelve Hundred Dollars (\$12,000).

No. 8. TO CONSTRUCT A RECEIVING BASIN AND APPURTENANCES ON THE NORTHEAST CORNER OF ELM STREET AND ELY AVENUE, IN THE FIRST WARD.

The Engineer's estimate of the quantities is as follows:

15 linear feet of 12-inch vitrified salt-glazed culvert pipe.

30 linear feet of 12-inch vitrified salt-glazed culvert pipe.

2 double inlet receiving basin, complete.

1,000 feet (B. M.) timber for bracing and sheet piling.

The time allowed for doing and completing the above work will be 14 working days.

The amount of security required will be Two Hundred Dollars (\$200).

No. 9. TO CONSTRUCT TWO TEMPORARY CATCH BASINS AND APPURTENANCES ON TWENTY-EIGHTH STREET BETWEEN FOURTEENTH AVENUE AND FIFTEENTH AVENUE, WHITESTONE, IN THE THIRD WARD.

The Engineer's estimate of the quantities is as follows:

40 linear feet 12-inch vitrified salt-gl

of the Board of Education, Park avenue and Fifty-eighth street, Borough of Manhattan.

C. H. J. SNYDER, Superintendent of School Buildings.

Dated November 12, 1908.

11:35

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF EDUCATION, COURSES OF PARK AVENUE AND FIFTY-EIGHTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE SUPERINTENDENT OF SCHOOL SUPPLIES AT THE ABOVE OFFICE OF THE DEPARTMENT OF EDUCATION UNTIL 12 O'CLOCK M. ON

FRIDAY, NOVEMBER 20, 1908.

FOR FURNISHING AND DELIVERING 800 GROSS TONS OF ANTHRACITE COAL, MORE OR LESS, AND 800 GROSS TONS OF BITUMINOUS COAL, MORE OR LESS, FOR USE IN THE SCHOOLS IN THE CITY OF NEW YORK.

Borough of Queens.

Item No. 1. For furnishing and delivering 150 gross tons of anthracite coal to be delivered to Public School 88, Elm avenue and Fresh Pond road, Ridgewood Heights.

Item No. 2. For furnishing and delivering 200 gross tons of anthracite coal to be delivered to Public School 86, Orchard avenue, Fifth and Sixth streets, Elmhurst.

Item No. 3. For furnishing and delivering 200 gross tons of anthracite coal to be delivered at Parental Home, Jamaica road, Flushing.

Item No. 4. For furnishing and delivering 200 gross tons of bituminous coal to be delivered to the Parental Home, Jamaica road, Flushing.

The time for the delivery of the coal and supplies and the performance of the contract is by or before April 1, 1909.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed,erton, by which the bids will be tested.

Bidders will be required to enclose the mine from which they propose to supply the coal called for.

Bids must be submitted for each item.

Contract will be awarded to the lowest bidder on each item.

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 Superintendent of School Supplies, Board of Education, the Borough of Manhattan, south west corner of Park avenue and Fifty-eighth street.

PATRICK JONES, Superintendent of School Supplies.

Dated November 12, 1908.

11:35

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 12 O'CLOCK A. M. ON

WEDNESDAY, NOVEMBER 25, 1908.

Borough of Brooklyn.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWERS IN SEVENTY-FIFTH STREET, BOTH SIDES, FROM TENTH AVENUE TO ELEVENTH AVENUE.

The Engineer's preliminary estimate of the quantities is as follows:

80 linear feet of 12-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$2.50.

1,440 linear feet of 12-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$1.80.

650 linear feet of 6-inch house connection drain, laid complete, including all incidentals and appurtenances, per linear foot, \$1.80.

16 manholes, complete, with iron heads and covers, including all incidentals and appurtenances, per manhole, \$1.50.

1 sewer basin, complete, of either standard design, with iron pans or gratings, iron basin hood and connecting culvert, including all incidentals and appurtenances, per basin, \$150.

Total..... \$4,290.45

The time allowed for the completion of the work and full performance of the contract will be 15 working days.

The amount of security required will be Two Thousand Dollars (\$2,000).

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN STERLING PLACE, FROM SCHENECTADY AVENUE TO UTICA AVENUE.

The Engineer's preliminary estimate of the quantities is as follows:

180 linear feet of 12-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$1.70.

1,220 linear feet of 6-inch house connection drain, laid complete, including all incidentals and appurtenances, per linear foot, \$1.80.

5 manholes, complete, with iron heads and covers, including all incidentals and appurtenances, per manhole, \$1.50.

490 linear feet (B. M.) of sheeting and bracing, driven in place complete, including all incidentals and appurtenances, per thousand feet, board measure, \$1.50.

Total..... \$2,627.00

The time allowed for the completion of the work and full performance of the contract will be 15 working days.

The amount of security required will be One Thousand Three Hundred Dollars (\$1,300).

No. 3. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN CORNELIA STREET, FROM KNICKERBOCKER AVENUE TO THE BOUNDARY LINE BETWEEN THE BOROUGHS OF BROOKLYN AND QUEENS.

The Engineer's preliminary estimate of the quantities is as follows:

40 linear feet of 12-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$2.10.

475 linear feet of 12-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$1.85.

505 linear feet of 6-inch house connection drain, laid complete, including all incidentals and appurtenances, per linear foot, \$1.85.

Total..... \$1,607.50

The time allowed for the completion of the work and full performance of the contract will be thirty working days.

The amount of security required will be Eight Hundred Dollars (\$800).

No. 4. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN FORT HAMILTON AVENUE, FROM THIRTY-EIGHTH STREET TO THIRTY-NINTH STREET.

The Engineer's preliminary estimate of the quantities is as follows:

470 linear feet of 12-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$1.80.

6 manholes, complete, with iron heads and covers, including all incidentals and appurtenances, per manhole, \$1.50.

Total..... \$752.00

The time allowed for the completion of the work and full performance of the contract will be 15 working days.

The amount of security required will be Eight Hundred Dollars (\$800).

No. 5. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN BARTLETT STREET, FROM FLUSHING AVENUE TO BROADWAY, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

420 square yards asphalt pavement, including binder course.

30 square yards old stone pavement, to be relaid in approaches, etc.

100 cubic yards concrete, within railroad area.

1,230 linear feet new curbstones, set in concrete.

30 linear feet old curbstones, redressed, rejoined and reset in concrete.

15 noiseless manhole heads and covers.

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 Four Thousand Dollars (\$4,000).

No. 6. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER BASINS AT THE NORTHEAST, SOUTHEAST AND NORTHWEST CORNERS OF TWENTIETH AND BIRCH AVENUES.

The Engineer's preliminary estimate of the quantities is as follows:

2 sewer basins, complete, of either standard design, with iron pans or gratings, iron basin hood and connecting culvert, including all incidentals and appurtenances, per basin, \$150.

\$450.00

The time allowed for the completion of the work and full performance of the contract will be 15 working days.

The amount of security required will be Two Hundred Dollars (\$200).

No. 7. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER BASINS AT THE SOUTH AND WEST CORNERS OF BAY THIRTEENTH STREET AND EIGHTY-SIXTH STREET.

The Engineer's preliminary estimate of the quantities is as follows:

2 sewer basins, complete, of either standard design, with iron pans or gratings, iron basin hood and connecting culvert, including all incidentals and appurtenances, per basin, \$150.

\$350.00

The time allowed for the completion of the work and full performance of the contract will be 15 working days.

The amount of security required will be Two Hundred Dollars (\$200).

No. 8. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER BASINS AT THE NORTHWEST AND SOUTHWEST CORNERS OF WINTHROP STREET AND NOSTRAND AVENUE.

The Engineer's preliminary estimate of the quantities is as follows:

2 sewer basins, complete, of either standard design, with iron pans or gratings, iron basin hood and connecting culvert, including all incidentals and appurtenances, per basin, \$150.

\$350.00

The time allowed for the completion of the work and the full performance of the contract will be 15 working days.

The amount of security required will be One Hundred and Eighty Dollars (\$180).

No. 9. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER BASINS ON THIRD AVENUE, AT THE NORTHEAST CORNER OF THIRTY-FIRST STREET AND AT THE SOUTHEAST CORNER OF TWENTY-NINTH STREET.

The Engineer's preliminary estimate of the quantities is as follows:

2 sewer basins, complete, of either standard design, with iron pans or gratings, iron basin hood and connecting culvert, including all incidentals and appurtenances, per basin, \$150.

\$300.00

The time allowed for the completion of the work and the full performance of the contract will be 15 working days.

The amount of security required will be One Hundred and Fifty Dollars (\$150).

No. 10. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER BASIN AT THE EASTERN CORNER OF THIRD AVENUE AND THIRTY-FIRST STREET.

The Engineer's preliminary estimate of the quantities is as follows:

1 sewer basin, complete, of either standard design, with iron pans or gratings, iron basin hood and connecting culvert, including all incidentals and appurtenances, per basin, \$150.

\$150.00

The time allowed for the completion of the work and the full performance of the contract will be 15 working days.

The amount of security required will be One Hundred Dollars (\$100).

No. 11. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER BASIN AT THE SOUTHWEST CORNER OF HARRISON PLACE AND PORTER AVENUE.

The Engineer's preliminary estimate of the quantities is as follows:

1 sewer basin, complete, of either standard design, with iron pans or gratings, iron basin hood and connecting culvert, including all incidentals and appurtenances, per basin, \$150.

\$150.00

The time allowed for the completion of the work and the full performance of the contract will be 15 working days.

The amount of security required will be One Hundred Dollars (\$100).

No. 12. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER BASIN AT THE SOUTHWEST CORNER OF HARRISON PLACE AND PORTER AVENUE.

The Engineer's preliminary estimate of the quantities is as follows:

1 sewer basin, complete, of either standard design, with iron pans or gratings, iron basin hood and connecting culvert, including all incidentals and appurtenances, per basin, \$150.

\$150.00

The time allowed for the completion of the work and the full performance of the contract will be 15 working days.

The amount of security required will be One Hundred Dollars (\$100).

No. 13. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER BASIN AT THE SOUTHWEST CORNER OF HARRISON PLACE AND PORTER AVENUE.

The Engineer's preliminary estimate of the quantities is as follows:

1 sewer basin, complete, of either standard design, with iron pans or gratings, iron basin hood and connecting culvert, including all incidentals and appurtenances, per basin, \$150.

\$150.00

The time allowed for the completion of the work and the full performance of the contract will be 15 working days.

The amount of security required will be One Hundred Dollars (\$100).

The Engineer's preliminary estimate of the quantities is as follows:

1 sewer basin, complete, of either standard design, with iron pans or gratings, iron basin hood and connecting culvert, including all incidentals and appurtenances, per basin, \$150.

\$150.00

The time allowed for the completion of the work and full performance of the contract will be 15 working days.

The amount of security required will be Ninety Dollars (\$90).

The foregoing Engineer's preliminary estimates of total cost for the completed work are in each case to be taken as the 100 per cent basis and test for bidding. Proposals shall state cost a single percentage of such 100 per cent cost (such as 10 per cent, 100 per cent, 100 per cent, etc.), for which all material and work called for in the proposed contracts and the notices to bidders are to be furnished to the City. Such percentage, as bid for each contract, shall apply to all unit items specified in the Engineer's preliminary estimates to an amount necessary to complete the work described in the contract.

Blank forms and further information may be obtained at the office of the Bureau of Sewers, No. 23 Montague street, Borough of Brooklyn.

DATED NOVEMBER 10, 1908.

11:35

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 12 O'CLOCK A. M. ON

WEDNESDAY, NOVEMBER 25, 1908.

No. 1. FOR REGULATING AND REPAVING WITH ASPHALT ON CONCRETE FOUNDATION THE ROADWAY OF BARTLETT STREET, FROM FLUSHING AVENUE TO BROADWAY, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

420 square yards asphalt pavement, including binder course.

30 square yards old stone pavement, to be relaid in approaches, etc.

100 cubic yards concrete.

2,000 linear feet new curbstones, set in concrete.

20 linear feet old curbstones, redressed, rejoined and reset in concrete.

15 noiseless manhole heads and covers.

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 Four Thousand Dollars (\$4,000).

No. 2. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON UPTON AVENUE, FROM OCEAN PARKWAY TO WEST STREET, TOGETHER WITH ALL WORK

3 cubic yards concrete, within railroad area.
5,670 linear feet new curbstone, set in concrete.
140 linear feet old curbstone, redressed, rejointed and reset in concrete.
30 noiseless manhole heads and covers.
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 Eighty-three Hundred Dollars (\$8,300).

No. 13. FOR REGULATING AND REPAVING WITH ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF STOCKHOLM STREET, FROM BUSHWICK AVENUE TO WYCKOFF AVENUE, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

12,640 square yards asphalt pavement, including binder course.

50 square yards old stone pavement, to be relaid in approaches, etc.

1,260 cubic yards concrete.
5,300 linear feet new curbstone, set in concrete.

2,280 linear feet old curbstone, redressed, rejointed and reset in concrete.

31 noiseless manhole heads and covers.

The time allowed for the completion of the work and the full performance of the contract is fifty (50) working days.

The amount of security required is Twelve Thousand Five Hundred Dollars (\$12,500).

No. 14. FOR REGULATING AND REPAVING WITH ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF SUTTER AVENUE, FROM WYONA STREET TO VERMONT STREET; VERMONT STREET, FROM SEVENTY-FIVE FEET SOUTH OF BELMONT AVENUE TO BLAKE AVENUE; AND WYONA STREET, FROM SUTTER AVENUE TO BLAKE AVENUE, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

5,640 square yards asphalt pavement, including binder course.

50 square yards old stone pavement, to be relaid in approaches, etc.

820 cubic yards concrete.

3,080 linear feet new curbstone, set in concrete.

220 linear feet old curbstone, redressed, rejointed and reset in concrete.

18 noiseless manhole heads and covers.

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 Fifty-four Hundred Dollars (\$5,400).

No. 15. FOR REGULATING, CURBING AND LAVING SIDEWALKS ON VANDAM STREET, FROM BRIDGEWATER STREET TO MECKER AVENUE, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

2,270 linear feet new curbstone, set in concrete.

30 linear feet old curbstone, redressed, rejointed and reset in concrete.

115 cubic yards concrete (not to be bid for).

9,800 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 Thirteen Hundred and Fifty Dollars (\$1,350).

No. 16. FOR REGULATING AND REPAVING WITH ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF WALTON STREET, FROM WALLABOUT STREET TO BROADWAY, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

6,360 square yards asphalt pavement, including binder course.

50 square yards old stone pavement, to be relaid in approaches, etc.

890 cubic yards concrete.

3,640 linear feet new curbstone, set in concrete.

130 linear feet old curbstone, redressed, rejointed and reset in concrete.

18 noiseless manhole covers and heads.

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 Sixty-two Hundred Dollars (\$6,200).

No. 17. FOR REGULATING AND REPAVING WITH ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF WEIRFIELD STREET, FROM CENTRAL AVENUE TO KNICKERBOCKER AVENUE, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

4,160 square yards asphalt pavement, including binder course.

20 square yards old stone pavement, to be relaid in approaches, etc.

1,580 cubic yards concrete.

2,300 linear feet new curbstone, set in concrete.

190 linear feet old curbstone, redressed, rejointed and reset in concrete.

18 noiseless manhole heads and covers.

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 Forty-two Hundred Dollars (\$4,200).

No. 18. FOR FENCING VACANT LOTS ON THE SOUTHEAST SIDE OF HART STREET, BETWEEN WYCKOFF AND ST. NICHOLAS AVENUES, AND ON VARIOUS OTHER STREETS IN THE BOROUGH OF BROOKLYN, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantity is as follows:

1,900 linear feet wooden rail fence 6 feet in height.

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 linear foot, square foot, square yard, 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 and the plans and drawings may be seen at the office of the Bureau of Highways, the Borough of Brooklyn, No. 15 Municipal Building, Brooklyn.

BIRD S. COLER,
President.

Dated November 9, 1908.

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, NOVEMBER 18, 1908.

NO. 1. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING A SEWER IN SEVENTY-THIRD STREET, FROM THIRTEENTH AVENUE TO FOURTEENTH AVENUE.

The Engineer's preliminary estimate is as follows:

705 linear feet 36-inch brick sewer, laid complete, including all incidents and appurtenances; per linear foot, \$5.75 \$4,398.75

525 linear feet of 6-inch house connection drain, laid complete, including all incidents and appurtenances; per linear foot, 80 cents.....

420.00

6 manholes, complete, with iron heads and covers, including all incidents and appurtenances; per manhole, \$50....

300.00

5,700 feet (B. M.) foundation planking, laid in place complete, including all incidents and appurtenances; per thousand feet (B. M.), \$27.....

153.90

2,000 feet (B. M.) sheeting and bracing, driven in place complete, including all incidents and appurtenances; per thousand feet (B. M.), \$27.....

54.00

Total estimated cost.... \$5,326.65

The time allowed for the completion of the work and full performance of the contract will be forty working days.

The amount of security required will be \$2,300.

NO. 2. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING A SEWER IN EAST FOURTH STREET, BETWEEN CHURCH AVENUE AND ALBEMARLE ROAD, AND IN ALBEMARLE ROAD, BETWEEN EAST THIRD AND EAST FIFTH STREETS.

The Engineer's preliminary estimate is as follows:

510 linear feet 24-inch pipe sewer, laid complete, including all incidents and appurtenances, per linear foot, \$3.15 \$1,530.00

42 linear feet 15-inch pipe sewer, laid complete, including all incidents and appurtenances, per linear foot, \$2.80 86.00

510 linear feet 12-inch pipe sewer, laid complete, including all incidents and appurtenances, per linear foot, \$1.80 918.00

930 linear feet 6-inch house connection drain, laid complete, including all incidents and appurtenances, per linear foot, 80 cents.....

744.00

10 manholes, complete, with iron heads and covers, including all incidents and appurtenances, per manhole, \$50....

500.00

2 sewer basins, complete, of either standard design, with iron pans or gratings, iron basin hood and connecting culverts, including all incidents and appurtenances, per basin \$150.....

300.00

Total estimated cost.... \$4,098.00

The time allowed for the completion of the work and full performance of the contract will be forty working days.

The amount of security required will be Two Thousand Dollars.

NO. 3. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN SIXTIETH STREET, FROM SIXTEENTH AVENUE TO SEVENTEENTH AVENUE.

The Engineer's preliminary estimate is as follows:

810 linear feet 12-inch pipe sewer, laid complete, including all incidents and appurtenances, per linear foot, \$1.70 \$1,377.00

8 manholes, complete, with iron heads and covers, including all incidents and appurtenances, per manhole, \$50....

400.00

36,000 feet (B. M.) sheeting and bracing, driven in place, complete, including all incidents and appurtenances, per thousand feet (B. M.), \$27.....

972.00

Total estimated cost.... \$2,749.00

The time allowed for the completion of the work and full performance of the contract will be 30 working days.

The amount of security required will be One Thousand Four Hundred Dollars (\$1,400).

NO. 4. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN HINCKLEY PLACE, FROM CONEY ISLAND AVENUE TO EAST ELEVENTH STREET.

The Engineer's preliminary estimate is as follows:

360 linear feet 12-inch pipe sewer, laid complete, including all incidents and appurtenances, per linear foot, \$1.80.....

648.00

210 linear feet 6-inch house connection drain, laid complete, including all incidents and appurtenances, per linear foot, 80 cents.....

168.00

4 manholes, complete, with iron heads and covers, including all incidents and appurtenances, per manhole, \$50....

200.00

7,000 feet, board measure, sheeting and bracing, driven in place, complete, including all incidents and appurtenances, per thousand feet, board measure, \$27.....

27.00

Total estimated cost.... \$1,043.00

The time allowed for the completion of the work and full performance of the contract will be 30 working days.

The amount of security required will be Five Hundred Dollars (\$500).

NO. 5. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER BASINS AT THE NORTHWEST AND SOUTHWEST CORNERS OF DE KOVEN COURT AND THE BRIGHTON BEACH RAILROAD.

The Engineer's preliminary estimate is as follows:

2 sewer basins, complete, of either standard design, with iron pans or gratings, iron basin

hoods and connecting culverts, including all incidents and appurtenances, per basin, \$150.....

300.00

The time allowed for the completion of the work and full performance of the contract will be 15 working days.

The amount of security required will be One Hundred and Fifty Dollars (\$150).

NO. 6. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER BASIN AT THE SOUTHEAST CORNER OF EIGHTH AVENUE AND SECOND STREET.

The Engineer's preliminary estimate is as follows:

705 linear feet 36-inch brick sewer, laid complete, including all incidents and appurtenances; per linear foot, \$5.75 \$4,398.75

525 linear feet of 6-inch house connection drain, laid complete, including all incidents and appurtenances; per linear foot, 80 cents.....

420.00

6 manholes, complete, with iron heads and covers, including all incidents and appurtenances; per manhole, \$50....

300.00

5,700 feet (B. M.) foundation planking, laid in place complete, including all incidents and appurtenances; per thousand feet (B. M.), \$27.....

153.90

2,000 feet (B. M.) sheeting and bracing, driven in place complete, including all incidents and appurtenances; per thousand feet (B. M.), \$27.....

54.00

Total estimated cost.... \$5,326.65

The time allowed for the completion of the work and full performance of the contract will be ten working days.

The amount of security required will be One Hundred Dollars (\$100).

NO. 7. FURNISHING ALL THE LABOR

AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER BASIN AT THE NORTHWEST CORNER OF NICHOLS AVENUE AND WOOD STREET.

The Engineer's preliminary estimate is as follows:

1 sewer basin, complete, of either standard design, with iron pan or grating, iron basin hood and connecting culvert, including all incidents and appurtenances; per basin, \$169.....

169.00

The time allowed for the completion of the work and full performance of the contract will be ten working days.

The amount of security required will be One Hundred Dollars (\$100).

NO. 8. FOR REGULATING AND GRADING BETWEEN COURTYARD LINES FIFTY-FIFTH STREET, BETWEEN SEVENTH AND ELEVENTH AVENUES, AND SETTING CEMENT CURB AND LAYING CEMENT SIDEWALKS BETWEEN SEVENTH AND EIGHTH AVENUES AND BETWEEN FORT HAMILTON AND ELEVENTH AVENUES, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

1,420 linear feet new curbstone, furnished and set in concrete.

1,420 linear feet new curbstone, furnished and set in concrete.

1,420 linear feet old curbstone, redressed, rejointed and reset in concrete.

1,420 cubic yards earth excavation.

1,420 cubic yards earth filling (not to be bid for).

1,420 cubic yards concrete (not to be bid for).

3,600 square feet cement sidewalk.

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 Eight Hundred and Fifty Dollars (\$85

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 Four Hundred Dollars (\$400).

No. 13. FOR REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF INGRAHAM STREET, BETWEEN BOGART STREET AND KNICKERBOCKER AVENUE, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

1,830 square yards asphalt pavement, including binder course.

20 square yards old stone pavement, to be replaced in approaches, etc.

255 cubic yards concrete for pavement foundation.

1,740 linear feet new curbstone, furnished and set in concrete.

50 linear feet old curbstone, redressed, rejointed and reset in concrete.

4 noiseless covers and heads, complete, for sewer manholes, furnished and set.

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 Eighteen Hundred and Fifty Dollars (\$1,850).

No. 14. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON PROSPECT PLACE, BETWEEN BUFFALO AVENUE AND RALPH AVENUE, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

1,820 linear feet new curbstone, furnished and set in concrete.

50 linear feet old curbstone, redressed, rejointed and reset in concrete.

2,200 cubic yards earth excavation.

65 cubic yards earth filling (not to be bid for).

64 cubic yards concrete (not to be bid for).

2,500 square feet cement sidewalk.

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 Seventeen Hundred Dollars (\$1,700).

No. 15. FOR REGULATING AND REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF SNEIDER AVENUE, BETWEEN PITKIN AVENUE AND DUMONT AVENUE, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

6,720 square yards asphalt pavement, including binder course.

25 square yards old stone pavement, to be replaced in approaches, etc.

940 cubic yards concrete for pavement foundation.

860 linear feet new curbstone, furnished and set in concrete.

2,000 linear feet old curbstone, redressed, rejointed and reset in concrete.

21 noiseless covers and heads, complete, for sewer manholes, furnished and set.

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 Fifty-six Hundred Dollars (\$5,600).

No. 16. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON WINTHROP STREET, BETWEEN ROGERS AND NOSTRAND AVENUES, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

1,500 linear feet new curbstone, furnished and set in concrete.

39 linear feet old curbstone, redressed, rejointed and reset in concrete.

880 cubic yards earth excavation.

3 cubic yards earth filling (not to be bid for).

88 cubic yards concrete (not to be bid for).

6,250 square feet cement sidewalk.

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 Twelve Hundred Dollars (\$1,200).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or herein annexed, per linear foot, square foot, cubic yard, yard 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 and the plans and drawings may be seen at the office of the Bureau of Highways, Room 14, Municipal Building, Borough of Brooklyn.

BIRD S. COLER
President.

Dated November 2, 1908.

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF STREET CLEANING.

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1401, NO. 13 TO 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.

FRIDAY, NOVEMBER 28, 1908.

Boroughs of Manhattan and The Bronx.

CONTRACT FOR THE COLLECTION AND REMOVAL OF ALL ASHES, GARBAGE AND OTHER LIGHT REFUSE AND RUBBISH IN SPECIFIED DISTRICTS OF THE BOROUGH OF THE BRONX, AND INWOOD AND MARBLE HILL IN THE BOROUGH OF MANHATTAN.

N. B.—The purpose of this contract is to provide for the collection and removal of all ashes, garbage and other light refuse and rubbish in those buildings portions of the Boroughs of Manhattan and The Bronx to which the regular service of the Department of Street Cleaning has not yet been extended.

The time for the completion of the work is one year.

The amount of security required is Ten Thousand Dollars.

The bidder must state a price per calendar month, and this price must be written out in full in the bid or estimate, and must also be given in figures.

The contract, if awarded, will be awarded to the lowest bidder, in accordance with sections 621 and 622 of the Greater New York Charter, and the Commissioner of Street Cleaning may reject all of the bids, if in his opinion the public interest shall so require.

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, the Borough of Manhattan, Nos. 13 to 21 Park Row.

FOSTER CROWELL,
Commissioner of Street Cleaning.
Dated November 7, 1908.

See General Instructions to Bidders on the last page, last column, of the "City Record."

ASHES, ETC., FOR FILLING IN LANDS.

PERSONS HAVING LANDS OR PLACES in the vicinity of New York Bay to fill in can procure material for that purpose—ashes, street sweepings, etc., collected by the Department of Street Cleaning—free of charge by applying to the Commissioner of Street Cleaning, Nos. 13 to 21 Park Row, Borough of Manhattan.

FOSTER CROWELL,
Commissioner of Street Cleaning.

CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.

PURSUANT TO THE PROVISIONS OF chapter 532 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 138, No. 86 Broadway (Stewart Building), Borough of Manhattan, New York City, on Mondays, Wednesdays, and Fridays of each week, at 2 o'clock p.m., until further notice.

Dated New York City, October 12, 1907.

WILLIAM E. STILLINGS,
GEORGE C. NORTON,
LEWIS A. ABRAMS,
Commissioners.

LAMONT MCLOUGHLIN,
Clerk.

BOARD OF ESTIMATE AND APPORTIONMENT.

PUBLIC NOTICE IS HEREBY GIVEN that at meetings of the Board of Estimate and Apportionment, held October 16, 1908, and November 5, 1908, the following proceedings were had:

Whereas, The New York and Queens County Railway, under date of June 10, 1907, made application to this Board for the grant of the right, privilege and franchise to construct, maintain and operate two extensions in its existing street surface railway system in the Borough of Queens, as follows:

First—From Main street, in the former Village of Flushing, upon and along Broadway, Whitestone Avenue and other streets to Eleventh Avenue and Thirty-sixth street, in the former Village of Whitestone;

Second—From Twenty-second street, Inglewood, upon and along Franklin Avenue, Thirty-first street and Broadway to Bell Avenue, Bayside; and

Whereas, Section 92 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 to such laws, this Board adopted a resolution on June 14, 1907, fixing the date for public hearing thereon as July 8, 1907, at which citizens were entitled to appear and be heard, and publication was had upon the first of the above applications for at least fourteen (14) days in "The New York Herald" and "New York Daily News," and upon the second of said applications for at least fourteen (14) days in "The Tribune" and "New York Mail," newspapers designated by the Mayor, and upon both of said applications in the City Recorder for ten 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 Queens County Railway Company, and the adequacy of the compensation proposed to be paid therefor; and

Whereas, A Select Committee of the Board has submitted a report containing proposed conditions and a form of contract which was presented at a meeting held September 25, 1908, and was tentatively approved subject to the approval of the Corporation Counsel, which has this day been received; 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 Queens County Railway 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 Queens County Railway Company the franchise or right fully set out and described in the following form of proposed contract for the grant thereof, enclosing all of the terms and conditions, including the provisions as to rates, taxes 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:

This contract made this day of 1908, 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 Queens County Railway Company, a street surface railway corporation formed under and pursuant to the laws of the State of New York (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 hereinabove set forth, the right and privilege to construct, maintain and operate a double-track extension to its present street surface railroad by the overhead electric system similar to that now used by the Company in the Borough of Queens, with the necessary switches, crossovers, etc., and equipment, for the purpose of conveying persons and property in the Borough of Queens, in The City of New York, upon the following routes:

Beginning at and connecting with the existing track of the Company at the intersection of

Broadway and Main street, in the former Village of Flushing, Borough of Queens; running thence easterly upon and along Broadway to Whitestone Avenue; thence northerly upon and along Whitestone Avenue to Chestnut street or Avenue; thence easterly upon and across Chestnut street or Avenue to and across Flushing Avenue; thence still easterly through private property along the line of the continuation of Chestnut street or Avenue to Murray Lane; thence northerly upon and along Murray Lane to Higgins Lane; thence easterly upon and along Higgins Lane to a point where Ninth Avenue, if extended, would intersect said Higgins Lane; thence northerly through private property along the line of Ninth Avenue to Fourth Street; thence westerly upon and along Fourth Street to Eighth Avenue; thence northerly upon and along Eighth Avenue to Twenty-first Street; thence easterly upon and along Twenty-first Street to Eleventh Avenue; thence northerly upon and along Eleventh Avenue to a point about 300 feet north of the north side line of the Boulevard, in the former Village of White Stone, Borough of Queens; also

Beginning at and connecting with the existing tracks of the Company at the intersection of Franklin Avenue and Twenty-second Street, in the former Village of Flushing, Borough of Queens; thence easterly upon and along Franklin Avenue to and across Twenty-fourth Street; thence still easterly through private property along the line of the continuation of Franklin Avenue to Thirty-first Street; thence northerly upon and along Thirty-first Street to Broadway, said continuation of Franklin Avenue and Thirty-first Street being shown on a map of the City entitled:

"Map or plan of Ingleside and vicinity, Third Ward (formerly Town of Flushing), Borough of Queens, City of New York, showing the street system and grades, dated New York, March 2, 1903; approved by the Board of Estimate and Apportionment May 1, 1903, and approved by the Mayor October 6, 1903."

"thence northerly through said private property upon the line of the property known and described upon the map of said private property as Thirty-first Street to Broadway; thence easterly on and along Broadway to Bell Avenue.

The said routes, the tracks of said routes, turnouts and crossovers hereby authorized are more particularly shown upon two maps, each entitled:

"Map showing the proposed street surface railway to accompany the application for a franchise of the New York and Queens County Railway Company to the Board of Estimate and Apportionment, dated June 20, 1907."

and signed by F. L. Fuller, President, and A. E. Kalbach, Consulting Engineer, which maps are attached herewith and made a part of this contract.

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 railroad shall be obtained by the Company within six months of the signing of this contract by the Mayor, and a copy of such consent shall be filed with the Board within such time; or, in the event that such consents cannot be obtained, the Company shall, within two months 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 railroad ought to be constructed; otherwise

the grant shall cease and determine.

Second—The said right to construct, maintain and operate a double track street surface railroad, as herein described, shall be held and enjoyed by the Company, its successors or assigns, for the term of twenty-five (25) years from the date when 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 years and not later than one 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 year before 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, 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 freemen selected in the following manner:

One disinterested freemason shall be chosen by the Board; one disinterested freemason shall be chosen by the Company; these two shall choose a third disinterested freemason, and the three so chosen shall act as appraisers and shall make the revaluation aforesaid. Such appraisers 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 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 and 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 this original 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, its successors or assigns, shall pay to the City for this privilege the following sum of money:

For the extension first described herein:

The sum of five hundred dollars (\$500) in cash, within thirty (30) days after the date on which this contract is signed by the Mayor.

During the first five years after the commencement of operation of the extension herein provided for, annually on November 1, three (3) per cent. of its gross receipts for and during the year ending September 30 next preceding, and

after the expiration of such five years make a like annual payment into the treasury of the City of five (5) per cent. of its gross receipts. The Company shall pay such percentages only upon such portion of its gross receipts as shall bear the same proportion to its whole gross receipts as the length of such extension shall bear to the entire length of its line.

For the extension last described herein:

The sum of five hundred dollars (\$500) in cash within thirty (30) days after the date on which this contract is signed by the Mayor.

During the first five years after the commencement of operation of the extension herein provided for, annually on November 1, three (3) per cent. of its gross receipts for and during the year ending September 30 next preceding, and after the expiration of such five years make a like annual payment into the treasury of the City of five (5) per cent. of its gross receipts. The Company shall pay such percentages only upon such portion of its gross receipts as shall bear the same proportion to its whole gross receipts as the length of such extension shall bear to the entire length of its line.

Fourth—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 dissolution of the Company before such termination, the tracks and equipment of the Company constructed pursuant to this contract within the streets and highways of the City 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 grant as above the City (by the Board) shall so order by resolution, the Company shall, upon thirty (30) days' notice in writing from the Board, remove any and all of its tracks and other equipment constructed pursuant to this contract, and the same streets and highways shall be restored to their original condition at the sole cost and expense of the Company.

Fifth—The annual charges or payment shall continue throughout the whole term of the contract hereby granted, whether original or renewal, notwithstanding any clause in any statute or in the charter of any other railroad company providing for payments for railroad rights or franchises at a different rate, and no assignment, lease or sublease of the rights or privileges hereby granted, whether original or renewed, 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

keep in permanent repair that portion of such street or highway between its tracks and the rails of its tracks and two feet in width outside of its tracks, under the supervision of the proper local authorities and whenever required by them to do so, and in such manner as they may prescribe. In case of neglect by the Company to make pavements or repairs after the expiration of thirty days' notice to do so, the local authorities may make the same at the expense of such corporation, and such authorities may make such reasonable regulations and ordinances as to the rate of speed, mode of use of tracks and removal of ice and snow as the interest or convenience of the public may require.

Seventeenth—Any alteration which may be required in the sewerage or drainage system, or to any subsurface structures, pipes, conduits, etc., laid in the streets, 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.

Eighteenth—Should the grades or lines of the streets to which franchises herein granted be changed at any time during the term of this contract, the Company shall, at its own expense, change its tracks to conform with such new grades and lines, and during the construction of any public improvement upon said street, the Company shall take care of and protect the track at its own expense, all to be done subject to the direction of the President of the Borough of Queens.

Nineteenth—The Company shall at all times keep accurate books of account of the gross earnings from the privileges granted under this contract. The Company shall, on or before November 1st of each year, make a verified report to the Comptroller of The City of New York of the business done by the Company for the year ending September 30 next preceding, as he may prescribe. Such report shall contain a statement of the gross receipts from operation of the railway, together with such other information and in such detail 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.

Twentieth—The Company shall assume all liability to persons or property by reason of the construction or operation of the railroad 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 pay to the City any damage which the City shall be compelled to pay by reason of any acts or default of the Company, giving the Company notice and the right to intervene in any action or proceeding wherein such damage may be sought.

Twenty-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 file with the Comptroller of The City of New York the sum of ten thousand dollars (\$10,000), either in money or in 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, the payment of the annual percentages for the privilege hereby granted, the rendering of efficient public service at reasonable rates, the maintenance of the property in good condition throughout the full term of the grant, the repairs of the street pavement, the removal of snow and ice and the quality of construction of the railroad; and in case of default the performance by the Company of such terms and conditions, and such duties and obligations as may hereafter be imposed by the local authorities under this grant, or under the powers delegated by the Railroad Law, 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 days' notice in writing to the Company; or in case of failure to keep the said terms and conditions of this contract relating to the headway, heating and lighting of cars, fenders, or wheel-guards and watering of street pavements, or in case of failure to render efficient public service at reasonable rates, or to maintain the property in good condition, the Company shall pay 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 the violation of the provisions relating to those matters. In case of any drafts made upon the security fund, the Company shall, within thirty (30) days after written notice from the Comptroller so to do, pay to the Comptroller of the City a sum sufficient to restore said security fund to the original amount of ten thousand dollars (\$10,000).

Twenty-second—No action or proceeding or right under the provision of this contract shall affect any other legal rights, remedies or causes of action belonging to the City. 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, avenues and highways in which the Company is authorized to operate.

Twenty-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.

The Company agrees that notice printed in the City Record shall constitute sufficient notice within the meaning of this contract.

Twenty-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, right and duties herein referred to or prescribed for the Board or other authorities, officer or officers.

Twenty-fifth—This contract is also upon the further and express conditions that the provisions of Article IV. of the Railroad Law applicable thereto, and all laws or ordinances now in force, or which may be adopted affecting the streets and highways and the surface railroads operating in the City, not inconsistent with the terms and conditions hereinbefore used, shall be strictly complied with by the Company.

In witness whereof, the party of the first part, by its Mayor, thereto 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, thereto duly authorized, have caused their corporate names

to be hereunto signed and their corporate seals 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 QUEENS COUNTY
RAILWAY COMPANY.
By President.
(SEAL)
Attest:
Secretary.

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 provision 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 Queens County Railway Company and the said form of 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 Friday, December 11, 1908, in the City Record, and at least twice during the ten days immediately prior to December 11, 1908, in two daily newspapers to be designated by the Mayor thereof and published in The City of New York, at the expense of the New York and Queens County Railway 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 Queens County Railway 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 any 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 Friday, December 11, 1908, at 10:30 o'clock a. m., hold a public hearing thereon, at which citizens shall be entitled to appear and be heard.

JOSEPH HAAG, Secretary.
Dated New York, November 6, 1908.

n.17.11

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to lay out West One Hundred and Fifty-seventh street, from Audubon place to Broadway, Borough of Manhattan, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on November 20, 1908, at 10:30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on October 23, 1908, notice of the adoption of which is hereby given, viz:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 930 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York, by laying out West One Hundred and Fifty-seventh street, from Audubon place to Broadway, in the Borough of Manhattan, City of New York, more particularly described as follows:

The northerly line of West One Hundred and Fifty-seventh street, between Audubon place and Broadway, is to be a straight prolongation of the northerly line of West One Hundred and Fifty-seventh street as at present laid out westerly from Audubon place, the intention being to incorporate in the street system the triangular area bounded by the prolongations of the said northerly line of West One Hundred and Fifty-seventh street, the westerly line of Broadway and the northeasterly line of Audubon place.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 20th day of November, 1908, at 10:30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record for ten days continuously. Sundays and legal holidays excepted, prior to the 20th day of November, 1908.

Dated November 7, 1908.
JOSEPH HAAG,
Secretary.
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

n.17.12

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment held on October 23, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Sedgwick avenue, from Jerome avenue to the line between the Twenty-third and Twenty-fourth Wards, at West One Hundred and Sixty-ninth street, where not already acquired, in the Borough of The Bronx, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and

Apportionment, in pursuance of the provisions of section 930 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Beginning at a point on the easterly bulkhead

line of the Harlem River where it is intersected by the prolongation of a line distant 100 feet northerly from and parallel with the northerly line of Commerce avenue, as laid out immediately west of and adjacent to Sedgwick avenue, the said distance being measured at right angles to the line of Commerce avenue, and running thence easterly along the said line parallel with Commerce avenue to the intersection with the easterly line of Undercliff avenue, thence easterly and at right angles to the line of Undercliff avenue to a point distant 100 feet easterly from the easterly line of Audubon avenue, the said distance being measured at right angles to the line of Audubon avenue; thence southwardly and always distant 100 feet easterly from and parallel with the easterly line of Audubon avenue and the easterly line of Remsen avenue and passing through a point on its southwesterly side where it is intersected by a line midway between East Fifty-fourth street and East Fifty-fifth street; thence southwesterly along the said line at right angles to Remsen avenue to its southwesterly side; thence southwardly along a line always midway between East Fifty-fourth street and East Fifty-fifth street, and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue where it is intersected by a line midway between East Fifty-fourth street and East Fifty-fifth street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to the line of Remsen avenue and the prolongation thereof, to the intersection with the easterly line of Graham square and West One Hundred and Sixty-seventh street; thence southwardly along the said line midway between Graham square and West One Hundred and Sixty-seventh street and the easterly line of Remsen avenue, the said distance being measured at right angles to

section 920 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

1. Bounded on the north by a line midway between Eighty-first street and Eighty-second street, and by the prolongation of the said line; on the east by the centre line of Narrows avenue; on the south by a line midway between Eighty-second street and Eighty-third street, and by the prolongation of the said line; and on the west by a line always distant 100 feet westerly from and parallel with the easterly line of Shore road, the said distance being measured at right angles to the line of Shore road.

2. Bounded on the north by a line always midway between Eighty-first street and Eighty-second street; on the east by a line distant 100 feet easterly from and parallel with the easterly line of Fourth avenue, the said distance being measured at right angles to the line of Fourth avenue; on the south by a line always midway between Eighty-second street and Eighty-third street; and on the west by the centre line of Third avenue.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 20th day of November, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record and the corporation newspapers for ten days prior to the 20th day of November, 1908.

Dated November 7, 1908.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

17.18

from Albemarle road in Tilden avenue, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 920 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly line of Albemarle road, the said distance being measured at right angles to the line of Albemarle road; on the east by a line midway between Lott street and Prospect street, 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 Tilden avenue, the said distance being measured at right angles to the line of Tilden avenue, and on the west by a line midway between Oakland place and Lott street and by the prolongation of the said line.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 20th day of November, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record and the corporation newspapers for ten days prior to the 20th day of November, 1908.

Dated November 7, 1908.
JOSEPH HAAG,
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No. 277 Broadway, Room 1406.
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on a distance of 158.63 feet; thence easterly deflexing to the right 91 degrees 15 minutes 47 seconds a distance of 126.73 feet to the westerly line of Bryant avenue; thence southwardly along the westerly line of Bryant avenue a distance of 116.87 feet to the point or place of beginning.

Marginal streets 50 feet wide are to be laid out on the westerly and northerly sides of the hereinbefore described area.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 20th day of November, 1908, at 10:30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 20th day of November, 1908.

Dated November 7, 1908.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
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17.18

98 tons, more or less, scrap iron (cast iron), 2,600 pounds, more or less, of brass composition.

6.8 tons, more or less, of wrought iron or steel, 200 pounds, more or less, scrap rubber.

TERMS OF SALE.

The open prices at which these materials will be sold are \$9 per ton of 2,000 pounds for the cast and wrought iron; eight cents per pound for the brass composition; four cents per pound for scrap rubber. No bid below these prices will be considered or accepted.

Successful bidders must make cash payment in bankable funds at the time and place of sale. Bids will be received for one or more of the separate descriptions of these materials, but no bid will be considered or accepted for less than the entire quantity in each case.

The purchaser or purchasers must remove all the materials from the Pipe Yard within thirty (30) days after the sale, otherwise he or they will forfeit the money paid at the time of sale and the ownership to the material, which will thereafter be resold for the benefit of the City. The purchaser must remove the material as directed by the officer of the Department in charge at the Pipe Yard, and will not be allowed to select material for removal at will.

JOHN H. O'BRIEN, Commissioner of Water Supply, Gas and Electricity.

17.18

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment held on October 23, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Forty-second street, from a point 40 feet east of Twelfth avenue to Sixteenth avenue, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 920 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the northeast by a line midway between Forty-first street and Forty-second street; on the southeast by a line distant 100 feet south-easterly from and parallel with the southerly line of Sixteenth avenue, the said distance being measured at right angles to the line of Sixteenth avenue; on the southwest by a line midway between Forty-second street and Forty-third street; and on the northwest by a line distant 100 feet northwesterly from and parallel with the northwesterly line of Twelfth avenue, the said distance being measured at right angles to the line of Twelfth avenue.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 20th day of November, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record and the corporation newspapers for ten days prior to the 20th day of November, 1908.

Dated November 7, 1908.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

17.18

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment held on October 23, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Maple street, from Nostrand avenue to Troy avenue, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit for said proceeding.

Resolved, That the Board of Estimate and Apportionment, in pursuance of the provisions of section 920 of the Greater New York Charter, hereby gives notice that the following is the proposed area of assessment for benefit in this proceeding:

Bounded on the north by a line midway between Maple street and East New York avenue and by the prolongation of the said line; on the east by a line midway between Troy avenue and East Forty-fifth street; on the south by a line midway between Maple street and Midwood street and by the prolongation of the said line, and on the west by a line distant 100 feet westerly from and parallel with the westerly line of Nostrand avenue, the said distance being measured at right angles to the line of Nostrand avenue.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 20th day of November, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record and the corporation newspapers for ten days prior to the 20th day of November, 1908.

Dated November 7, 1908.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

17.18

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment held on October 23, 1908, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Lott street,

from Albemarle road in Tilden avenue, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit in this proceeding:

Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly line of Albemarle road, the said distance being measured at right angles to the line of Albemarle road; on the east by a line midway between Lott street and Prospect street, 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 Tilden avenue, the said distance being measured at right angles to the line of Tilden avenue, and on the west by a line midway between Oakland place and Lott street and by the prolongation of the said line.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 20th day of November, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record and the corporation newspapers for ten days prior to the 20th day of November, 1908.

Dated November 7, 1908.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

17.18

from Albemarle road in Tilden avenue, in the Borough of Brooklyn, City of New York; and

Whereas, The Board of Estimate and Apportionment is authorized and required at the time of the adoption of the resolution directing the institution of proceedings to acquire title to the lands required for the foregoing improvement to fix and determine upon an area or areas of assessment for benefit in this proceeding:

Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly line of Albemarle road, the said distance being measured at right angles to the line of Albemarle road; on the east by a line midway between Lott street and Prospect street, 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 Tilden avenue, the said distance being measured at right angles to the line of Tilden avenue, and on the west by a line midway between Oakland place and Lott street and by the prolongation of the said line.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 20th day of November, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record and the corporation newspapers for ten days prior to the 20th day of November, 1908.

Dated November 7, 1908.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
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17.18

on a distance of 158.63 feet; thence easterly deflexing to the right 91 degrees 15 minutes 47 seconds a distance of 126.73 feet to the westerly line of Bryant avenue; thence southwardly along the westerly line of Bryant avenue a distance of 116.87 feet to the point or place of beginning.

Marginal streets 50 feet wide are to be laid out on the westerly and northerly sides of the hereinbefore described area.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 20th day of November, 1908, at 10:30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 20th day of November, 1908.

Dated November 7, 1908.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
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17.18

98 tons, more or less, scrap iron (cast iron), 2,600 pounds, more or less, of brass composition.

6.8 tons, more or less, of wrought iron or steel, 200 pounds, more or less, scrap rubber.

TERMS OF SALE.

The open prices at which these materials will be sold are \$9 per ton of 2,000 pounds for the cast and wrought iron; eight cents per pound for the brass composition; four cents per pound for scrap rubber. No bid below these prices will be considered or accepted.

Successful bidders must make cash payment in bankable funds at the time and place of sale. Bids will be received for one or more of the separate descriptions of these materials, but no bid will be considered or accepted for less than the entire quantity in each case.

The purchaser or purchasers must remove all the materials from the Pipe Yard within thirty (30) days after the sale, otherwise he or they will forfeit the money paid at the time of sale and the ownership to the material, which will thereafter be resold for the benefit of the City. The purchaser must remove the material as directed by the officer of the Department in charge at the Pipe Yard, and will not be allowed to select material for removal at will.

JOHN H. O'BRIEN, Commissioner of Water Supply, Gas and Electricity.

17.18

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1530, NO. 15 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, NOVEMBER 25, 1908.
Borough of Brooklyn.

FOR FURNISHING AND DELIVERING
PIG LEAD.

The time for the delivery of the articles, materials and supplies and the performance of the contract is ninety (90) calendar days.

The amount of security shall be Four Thousand Dollars (\$4,000).

The bidder 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 the contract awarded for all the work, articles, materials and supplies contained in the specifications or schedule attached thereto.

Bidders are requested to make their bids or estimates upon the blank form prepared by said 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 annexed by the Corporation Counsel, can be obtained upon application therefor at the office of the Department, Room 1530, No. 15 to 21 Park Row, New York City. The plans, if any, which are made a part of the specifications, may be seen and any further information obtained at the office of the Department for the Borough of Brooklyn, Room 25, Municipal Building.

JOHN H. O'BRIEN, Commissioner of Water Supply, Gas and Electricity.
The City of New York, November 9, 1908.

17.18

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1530, NO. 15 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, NOVEMBER 25, 1908.
Borough of Brooklyn.

FOR FURNISHING AND DELIVERING
COAL.

Section I. 415 gross tons anthracite coal;

Section II. 4 gross tons bituminous coal;

Section III. 10 gross tons anthracite coal.

Delivery of the supplies and the performance of the contract to be fully completed on or before April 15, 1909.

The amount of security shall be fifty per cent of the bid or estimate.

The bidder 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 contracts awarded to the lowest bidder on each section.

Bidders are requested to make their bids or estimates upon the blank form prepared by said 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 annexed by the Corporation Counsel, can be obtained upon application therefor at the office of the Department, Room 1530, No. 15 to 21 Park Row, New York City, and any further information may be obtained at the office of the Department for the Borough of Brooklyn, Municipal Building.

JOHN H. O'BRIEN, Commissioner of Water Supply, Gas and Electricity.
The City of New York, November 9, 1908.

17.18

See General Instructions to Bidders on the last page, last column, of the "City Record."

POLICE DEPARTMENT.

POLICE DEPARTMENT OF THE CITY OF NEW YORK, NO. 280 STATE STREET, BOROUGH OF BROOKLYN, NEW YORK CITY, October 27, 1908.

PUBLIC NOTICE IS HEREBY GIVEN that the eleventh (11th) auction sale of unclaimed property will be held at Police Headquarters, No. 280 State street, Borough of Brooklyn, on

FRIDAY, NOVEMBER 20, 1908,

at 11 o'clock a. m., consisting of watches, jewelry, clothing, metals, shotguns, rifles, etc. Also one (1) rowboat stored at One Hundred and Forty-fifth Police Precinct, No. 44 Rapelye street, Borough of Brooklyn.

etc., also small amount of money taken from prisoners and found by Patrolmen of this Department.

THEODORE A. BINGHAM,
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. 200 State street, Borough of Brooklyn—for the following property, now in his custody, without claimants: Books, 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.

THEODORE A. BINGHAM,
Police Commissioner.

DEPARTMENT OF DOCKS AND FERRIES.

PUBLIC NOTICE OF UNCLAIMED TRUCKS,
WAGONS, CARTS, ETC.

JOSEPH P. DAY, AUCTIONEER.

PUBLIC NOTICE HAVING HERETOFORE
been given by advertisement, pursuant to the provisions of section 853 of the Greater New York Charter, to any and all persons claiming to own or own the said trucks, wagons, carts, etc., mentioned and described in said advertisement, to claim the same within three months from and after the 8th day of August, 1908, and that upon failure to claim the same within such time as provided by law, the Commissioner of Docks would, after further advertisement, sell such unclaimed trucks, wagons, carts, etc., at public auction to the highest bidder to pay the expenses which have been incurred in connection therewith, notice is hereby given that the Commissioner of Docks will, on

TUESDAY, NOVEMBER 24, 1908,

at 10:30 o'clock a. m., sell at public auction to the highest bidder, at the Pound, foot of West Twenty-sixth street, North River, Borough of Manhattan, the following unclaimed trucks, wagons, carts, etc., to wit:

Lot 1. Pound No. 535—Double truck, pole and trees, one yellow and three red wheels. Marks, "License 7039." Taken from foot of Nineteenth street, East River, on April 16, 1907. Fair condition.

Lot 2. Pound No. 537—Two large and four small wood cable reels, braced on crib, "G. E. Co." "The New York Edison Co. 10720. Nos. 533, 5345 and 542." Taken from front of Forty-first street pier, East River, on April 17, 1907.

Lot 3. Pound No. 544—Single truck, shafts and red wheels, green body. Marks, "M. & M. 13 Wooster Street." Taken from front of Pier 44, North River, on April 19, 1907. Fair condition.

Lot 4. Pound No. 549—Double truck, pole and trees, red wheels and green body. Marks, "M. DeLuca, License 9042." Taken from front of Pier 47, North River, on April 22, 1907. Bad condition.

Lot 5. Pound No. 551—Single truck, shafts and red wheels, red body. Fully broken. Marks, "License 9059." Taken from front of Pier 47, North River, on April 23, 1907. Very bad condition.

Lot 6. Pound No. 557—Dirt cart, red wheels, red body. Marks, "J. J. Donavan, 204 W. 28th Street. License 1528." Taken from front of Twenty-fifth street, North River, on May 6, 1907. Fair condition.

Lot 7. Pound No. 583—Double feed truck, no pole, red wheels, red body. Seal and fasten broken. No marks. Taken from front of Pier 42, North River, on May 8, 1907. Bad condition.

Lot 8. Pound No. 605—Dirt cart, red wheels and red body. Marks, "License 8051. No. 20 on side 205 Monroe Street, N. Y." Taken from front of Pier 56, East River, on May 23, 1907. Bad condition.

Lot 9. Pound No. 607—Single sled wagon, yellow wheels and red body. One wheel broken, tailboard missing. Marks, "J. J. Smith, 10 Chambers St. No. 13 on side." Taken from front of Pier 42, North River, on May 23, 1907. Bad condition.

Lot 10. Pound No. 609—Coal cart, red wheels and red body. Marks, "Nick Organ, 2 Oliver Street. License 501." Taken from front of Pier 51, North River, on May 23, 1907. Bad condition.

Lot 11. Pound No. 610—Three tar furnaces and two tar pots. Taken from foot of Thirty-seventh street, East River, on May 24, 1907. Very bad condition.

Lot 12. Pound No. 625—Single rack truck, shafts broken, red wheels and red racks. Marks, "C. H. L. 461." Taken from between Piers 28 and 29, East River, on June 6, 1907. Bad condition.

Lot 13. Pound No. 641—Single truck and shafts, red wheels and body. Marks, "License 8477." Taken from front of Pier 48, North River, on June 14, 1907. Bad condition.

Lot 14. Pound No. 647—Single truck, red wheels and green body. One out on head wheel missing. No marks. Taken from foot of Fifth street, East River, on June 16, 1907. Bad condition.

Lot 15. Pound No. 656—Double farm wagon, no pole, yellow wheels and red body. Marks, "J. Hanna, Hoboken, N. J." Taken from front of Pier 12, North River, on June 27, 1907. Bad condition.

Lot 16. Pound No. 657—Single farm wagon, broken shafts. Red wheels and red body. Marks, "J. F. Owens, Marion, N. J." Taken from foot of Bloomingfield street, North River, on June 27, 1907. Bad condition.

Lot 17. Pound No. 658—Double truck, no pole, red wheels and red body. Marks, "R. C. 488." Taken from front of Pier 41, North River, on June 27, 1907. Fair condition.

Lot 18. Pound No. 661—Single covered wagon, shafts, red wheels, blue and red body. Marks, "Finger & Greenberg, 133 E. 18th Street. Manufactured on sides (N. G.). Taken from between Piers 31 and 32, East River, on July 1, 1907. Bad condition.

Lot 19. Pound No. 668—Single wagon and shafts, green body and red running gear. Marks, "Thos. Lynch, Truckman, 21 W. Bayly, License 1086. C. H. L. 366." Taken from front of Pier 48, North River, on July 6, 1907. Bad condition.

Lot 20. Pound No. 672—Single express wagon, broken shafts, red running gear and green body. Marks, on side, "M. Murray, License 8180." Taken from foot of Fifteenth street, North River, on July 11, 1907. Bad condition.

Lot 21. Pound No. 679—Single truck, broken shafts, red running gear, blue dashboard. Marks, "License 8190." Taken from front of Pier 35, East River, on July 17, 1907. Bad condition.

Lot 22. Pound No. 684—Dirt cart, red wheels and red body. No tailboard and no marks. Taken from front of Pier 43, North River, on July 20, 1907. Bad condition.

Lot 23. Pound No. 699—Single wagon and shafts, red running gear and green body. One rear wheel broken off in wagon. Marks, "F. Arato, 7400 (B) 70 Adams St. Brooklyn," painted on both sides. Taken from front of Pier 26, North River, on August 29, 1907. Bad condition.

Lot 24. Pound No. 705—Single peddling wagon, shafts broken, yellow running gear, one red and three yellow wheels, red body, no tailboard. Taken from foot of Fifteenth street, North River, on August 29, 1907. Bad condition.

Lot 25. Pound No. 706—Double truck, no pole. No tailboard or front board. Red running gear and red body. Marks, "Brooklyn, 31 W. 14th Street." Taken from Fifteenth Street Farm on August 29, 1907. Bad condition.

Lot 26. Pound No. 708—Road wagon and shafts, black running gear and black body. Two rear wheels broken and repaired with wire, dashboard broken, seat and steering in body missing. No marks. Taken from Fifteenth street, North River, on August 29, 1907. Very bad condition.

Lot 27. Pound No. 712—Double rack and side, green body, board truck. No pole, red running gear. No marks. Painted outside "Baseball Grounds." Taken from Twenty-first Street Farm on August 29, 1907. Bad condition.

Lot 28. Pound No. 714—Dirt cart. Red running gear and red body. Marks, "License 1443." Taken from Nineteenth Street Farm on September 23, 1907. Fair condition.

Lot 29. Pound No. 715—Double van, no pole, red running gear and green body. No marks. Taken from Nineteenth Street Farm on September 23, 1907. Bad condition.

Lot 30. Pound No. 724—Wagon without shafts. Marks, "F. Feldman, 225 Watkins St. Brooklyn, License 54-B." Taken from front of Eighteenth street, East River, on September 10, 1907. Bad condition.

Lot 31. Pound No. 726—Peddling wagon. One wheel missing, no shafts. Marks, "License 2589." Taken from foot of Stanton street, East River, on September 11, 1907. Bad condition.

Lot 32. Pound No. 728—Dirt cart and shafts, red wheels and green body. Marks, "D. M. Nichols." Taken from foot of Clinton street, East River, on September 26, 1907. Bad condition.

Lot 33. Pound No. 730—Dirt cart and shafts, red wheels and black body. Marks, "C. A. Barratt, 79 Pine Slip No. 26" on sides. Taken from foot of Clinton street, East River, on September 26, 1907. Bad condition.

Lot 34. Pound No. 731—Dirt cart, no shafts, body all broken, red wheels and green body. Marks, "Frank Cabel, 81 Mulberry St. License 1503." Taken from between Piers 27 and 28, East River, on September 27, 1907. Very bad condition.

Lot 35. Pound No. 735—Double swing truck, no pole. Black wheels and black body. Marks, "W. R. Smith & Sons, Truckmen, 52 Cortlandt Street." Taken from Twenty-second Street Farm on September 28, 1907. Bad condition.

Lot 36. Pound No. 738—Double covered van, no pole, yellow wheels, yellow running gear and red body. Cover torn off side and top. One side and top boards broken off. Marks, "Mandy & O'Brien" on sides. Taken from Twenty-second Street Farm on September 29, 1907. Bad condition.

Lot 37. Pound No. 741—Single express covered wagon, shafts broken, red wheels and green body. Marks, "Casson Express, License 1527." Taken from Twenty-second Street Farm on September 29, 1907. Very bad condition.

Lot 38. Pound No. 751—Single covered express wagon, no shafts, red wheels and green body. Marks, "Casson Express, License 1527." Taken from Twenty-second Street Farm on September 29, 1907. Very bad condition.

Lot 39. Pound No. 757—Iron ash cart, red wheel and black body. One of the arms of the shafts broken. Marks, "John L. Eccles Co. 49 Vaughan Street, No. 1." Taken from front of Canal street, North River, on October 2, 1907. Fair condition.

Lot 40. Pound No. 758—Single sled wagon, red wheels, green body and shaft. One rear wheel off hub and spokes all broken. Marks, "Isaac Wissner, 221 Brooklyn Bayview." Taken from front of Pier 31, North River, on October 2, 1907. Bad condition.

Lot 41. Pound No. 760—Double bottom dirt truck, poles and trees. Red wheels and green body. Monogram, "The Midway." License 1545. Taken from dock at Fifteenth street, East River, on October 31, 1907. Good condition.

Lot 42. Pound No. 764—Single wagon and shafts, red wheels and red body. Marks, "Midway" on both sides. Taken from front of Eighteenth street, North River, on October 31, 1907. Bad condition.

Lot 43. Pound No. 802—Coal cart, red wheels and black body. Marks, "W. M. Weil, 115 Washington Street, License 904." Taken from foot of Canal street, North River, on November 12, 1907. Fair condition.

Lot 44. Pound No. 811—Coal cart, red wheels and black body. Marks, "West Turner, 312 W. 26th Street, License 2071." Taken from front of Eleventh street, North River, on November 12, 1907. Fair condition.

Lot 45. Pound No. 813—Coal cart with ice cream store. Red wheels and blue body. Marks, "National Ice Cream Co., 42-43 14th St." Taken from foot of Elegante street, East River, on November 12, 1907. Fair condition.

Lot 46. Pound No. 817—Single truck and shafts, red wheels and green body. Front wheels and axle broken. Marks, "License 1420. C. H. L. 152" on Spring St." on dashboard. Taken from front of Pier 7, North River, on November 12, 1907. Bad condition.

Lot 47. Pound No. 818—Dirt cart, red wheels and black body, front board damaged. Marks, "No. 784" on sides. Taken from front of Pier 1, North River, on December 10, 1907. Fair condition.

Lot 48. Pound No. 819—Single carpeted wagon and shafts. Red wheels and red body. Marks, "P. P. Pinsky, 510-512 21st Street, N. Y." Taken from front of Fifth street, East River, on December 12, 1907. Fair condition.

Lot 49. Pound No. 820—Double high rack truck, pole and trees. Red wheels, red body and shafts. Marks, "License 1420. C. H. L. 153." Taken from front of Pier 7, North River, on December 12, 1907. Fair condition.

Lot 50. Pound No. 822—Double high rack truck, pole and trees. Red wheels, red body and shafts. Marks, "P. C. 422." Taken from front of Pier 7, North River, on January 11, 1908. Poor condition.

Lot 51. Pound No. 825—Single wagon and shafts, green body and red running gear. Marks, "Thos. Lynch, Truckman, 21 W. Bayly, License 1086. C. H. L. 366." Taken from front of Pier 48, North River, on July 6, 1907. Bad condition.

Lot 52. Pound No. 826—Single truck, broken shafts, red running gear, blue dashboard. Marks, "License 1520." Taken from front of Pier 35, East River, on July 17, 1907. Bad condition.

Lot 53. Pound No. 828—Single truck, broken shafts, red running gear and red body. Marks, "License 1520." Taken from front of Pier 43, North River, on July 20, 1907. Bad condition.

Lot 54. Pound No. 829—Single truck, broken shafts, red running gear and green body. Marks, "License 1520." Taken from front of Pier 43, North River, on July 20, 1907. Bad condition.

is less the difference will be charged against the person or persons failing to pay. Upon the payment of the purchase price a receipt will be given to the purchaser, and upon the production at such receipt at the Pound the trucks, wagons, carts, etc., therein described will be delivered to the purchaser.

All property purchased at the sale must be removed from the Pound within five days after the sale or within any extension of time beyond such period which the Commissioner of Docks may grant. In case of failure to remove the same within the time specified, or in case of failure to remove the same within any extended time which may be granted by the Commissioner of Docks, the purchaser will be deemed to have abandoned the property sold to him, and the purchase price paid by him will be forfeited and delivered to the Commissioner of Docks.

ALLEN N. SPOONER, Commissioner of Docks, November 11, 1908.

class, including subdivisions A and B of the class.

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 at the office of the said Department.

ALLEN N. SPOONER,
Commissioner of Docks.

Dated November 5, 1908.

11.19

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE DEPARTMENT OF DOCKS AND PIERS, 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.

THURSDAY, NOVEMBER 19, 1908.

CONTRACT NO. 1152.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR FURNISHING AND DELIVERING CEMENT.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 150 calendar days.

The amount of security required is as follows: On Class 1-A, for 5,000 barrels of cement, Two Thousand Five Hundred Dollars; on Class 1-B, for 20,000 bags of cement, Two Thousand Five Hundred Dollars.

Bidders will state a unit price in each class of this contract on which a bid is submitted—namely, a price per barrel in Class 1-A, and a price per bag in Class 1-B, by which unit prices the bids will be tested.

Awards will be made separately in each class to the lowest bidder in the class—that is, to the bidder whose bid is the lowest for furnishing the cement in barrels under Class 1-A and to the bidder who is the lowest for furnishing cement in bags under Class 1-B.

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.

ALLEN N. SPOONER,
Commissioner of Docks.

Dated November 9, 1908.

11.19

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICIAL BOROUGH PAPERS.

BOROUGH OF THE BRONX.

"The Bronx Star," "North Side News," "Bronx Independent."

BOROUGH OF RICHMOND.

"State Island World," "Richmond County Herald."

BOROUGH OF QUEENS.

The "Daily Dispatch" (First, Second, Third, Fourth and Fifth Wards), "Long Island Star" (First and Second Wards), "Flushing Evening Journal" (Third Ward), "Long Island Farmer" (Fourth Ward), "Rockaway News" (Fifth Ward).

BOROUGH OF BROOKLYN.

"Brooklyn Eagle," "Brooklyn Times," "Brooklyn Citizen," "Brooklyn Standard-Union," "Brooklyn Daily Press."

BOROUGH OF MANHATTAN.

"Real Estate Record and Guide" (Harlem District), "Manhattan and Bronx Advocate" (Washington Heights, Morningside Heights and Harlem Districts).

Designated by Board of City Record June 18, 1906. Am

May 27, 1908, as in and including November 10, 1908, 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 10th day of December, 1908, 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, November 17, 1908.

JAMES T. MEEHAN,
GEO. W. O'BRIEN,
FRANCIS O'NEILL,
Commissioners of Estimate.

JOHN P. DUNN, Clerk.

115.23

FIRST DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the northerly side of TWENTIETH STREET and the southerly side of TWENTY-FIRST STREET, between Eighth and Ninth avenues, in the Borough of Manhattan, in The City of New York, duly selected as a site for school purposes, according to law.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above entitled proceeding, do hereby give notice to the owner or owners, lessor or lessee, parties or persons respectively entitled to or interested in the lands, tenements, hereditaments and premises, title to which is sought to be acquired in this proceeding, and to all others whom it may concern, to wit:

First—That we have completed our estimate of the loss and damage to the respective owners, lessors, parties or persons respectively entitled to or interested in the lands and premises affected by this proceeding, or having any interest therein, and have filed a true return or transcript of such estimate in the office of the Board of Education of The City of New York, situated at the northeast corner of Fifteenth street and Park avenue, in the Borough of Manhattan, City of New York, for the inspection of whosoever it may concern.

Second—That all parties or persons whose rights may be affected by the said estimate, or who may object to the same, or any part thereof, may, within ten days after the first publication of this notice, Wednesday, November 11, 1908, file their objections, in writing, with us at our office, Room 401, No. 22 Broadway, in the Borough of Manhattan, in The City of New York; and we, the said Commissioners, will hear parties so objecting, at our said office, on the 21st day of November, 1908, at 10 o'clock in the forenoon of that day, and upon such subsequent days as may be found necessary.

Dated New York, November 11, 1908.

EDWARD W. FOX,
WILLIAM H. F. WOOD,
Commissioners.

JOSÉPH M. SCHENKE, Clerk.

115.23

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to amending title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND SEVENTY-EIGHTH STREET (although not yet named by proper authority), from Cedar avenue in the easterly line of the Bureau Division of the New York Central and Hudson River Railroad, 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, lessors or lessees, of all houses and lots and tenements and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, are present their said objections, in writing, duly verified by us at our office, Nos. 401 and 402 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 10th day of December, 1908, 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 December, 1908, at 10 o'clock a. m.

Second—That the abstracts of our said estimate and assessment, together with our damage and benefit maps, and 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. 401 and 402 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 20th day of December, 1908.

Third—That the limits of our assessment for tenement include all those lands, tenements and hereditaments and premises, single, long and long, in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz:

Beginning at a point formed by the intersection of the northeasterly prolongation of a line parallel to and distant one hundred (100) feet southeasterly from the southeasterly line of that portion of West One Hundred and Seventy-ninth street lying between Cedar avenue and Sedgwick avenue with the southeasterly line of the New York and Putnam Railroad; running thence northeasterly along and northeasterly line of the said railway to its intersection with a line parallel to and distant one hundred (100) feet northeasterly from the northeasterly line of West One Hundred and Seventy-ninth street; thence northeasterly along said parallel line to West One Hundred and Seventy-ninth street and its southeasterly prolongation, to its intersection with a line parallel to and distant one hundred (100) feet southeasterly from the southeasterly line of Sedgwick avenue; thence northeasterly along said line mentioned parallel line to Sedgwick avenue, to its intersection with a line drawn at right angles to the westerly line of Long place at a point midway between West One Hundred and Seventy-ninth street and Horace Avenue; thence easterly along said line midway between West One Hundred and Seventy-ninth street and Horace Avenue, to its intersection with a line parallel to and distant one hundred (100) feet southeasterly from the southeasterly line of Andrews Avenue, thence northeasterly along said parallel line to Andrews Avenue, to its intersection with a line drawn at right angles to the northeasterly line of the new Croton Aqueduct at a point midway between Burnside Avenue and Tremont Avenue.

power; thence northeasterly along said line midway between Burnside Avenue and Tremont Avenue to its intersection with a line parallel to and distant one hundred (100) feet southeasterly from the southeasterly line of Sedgwick Avenue; thence northeasterly along said parallel line to Sedgwick Avenue to its intersection with the southeasterly prolongation of a line parallel to and distant one hundred (100) feet southeasterly from the southeasterly line of that portion of West One Hundred and Seventy-seventh street lying between Cedar Avenue and Sedgwick Avenue; thence northeasterly along said parallel line to West One Hundred and Seventy-seventh street, and its northeasterly prolongation to the point or place of beginning, as such area is shown on our benefit maps deposited at aforesaid.

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, First Department, at a Special Term thereof, Part III, to be held in the County Court House in the Borough of Brooklyn, in The City of New York, on the 28th day of January, 1909, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of 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 681 and 684 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1901.

Dated Borough of Manhattan, New York, November 16, 1908.

JULIUS HEIDERMAN,
Chairman.

THOMAS J. MAGUIRE,
Commissioner.

JOHN P. DUNN, Clerk.

116.28

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to amending its application heretofore made in the matter of acquiring title in fee, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of HEMLOCK STREET, from Jamaica Avenue to Atlantic Avenue, in the Twenty-sixth Ward, Borough of Brooklyn, City of New York.

PURSUANT TO THE STATUTES IN SUCH CASES MADE AND PROVIDED, NOTICE IS HEREBY GIVEN THAT AN APPLICATION WILL BE MADE TO THE SUPREME COURT OF THE STATE OF NEW YORK, FIRST DEPARTMENT, AT A SPECIAL TERM OF SAID COURT, TO BE HELD AT PART III THEREOF, IN THE COUNTY COURT HOUSE IN THE BOROUGH OF MANHATTAN, IN THE CITY OF NEW YORK, ON TUESDAY, THE 17TH DAY OF NOVEMBER, 1908, AT THE OPENING OF THE COURT ON THAT DAY, OR AS SOON THEREAFTER AS COUNSEL CAN BE HEARD THEREON, FOR AN ORDER AMENDING AND CORRECTING THE PROCEEDING ENTITLED "IN THE MATTER OF THE APPLICATION OF THE CITY OF NEW YORK RELATIVE TO ACQUIRING TITLE IN FEES, WHEREVER THE SAME HAS NOT BEEN HERETOFORE ACQUIRED, TO THE LANDS AND PREMISES REQUIRED FOR THE OPENING AND EXTENDING OF HULL AVENUE, PERRY AVENUE AND NORWOOD AVENUE (DECATUR AVENUE), BETWEEN Moshola Parkway North and Woodlawn, ACROSS THE LANDS OF THE FORMER JEROME PARK BRANCH OF THE NEW YORK AND HARLEM RAILROAD, NOW THE PROPERTY OF THE NEW YORK CITY RAILWAY COMPANY, IN THE TWENTY-FOURTH WARD, BOROUGH OF THE BRONX, CITY OF NEW YORK," AND THE PETITION AND ORDER APPOINTING COMMISSIONERS OF ESTIMATE AND ASSESSMENT, BY EXCLUDING THEM FROM CERTAIN PROPERTY NOT REQUIRED IN THE AFORESAID PROCEEDING, WHICH IS BOUNDED AND DESCRIBED AS FOLLOWS:

Beginning at a point in the northerly line of Perry Avenue as legally opened due west 80-15 feet east of the intersection of said line with the eastern line of Moshola Parkway North; thence easterly along the northerly line of Perry Avenue as legally opened 49-79 feet in the eastern line of Jerome Park Railroad; thence northerly along last-mentioned line for 60-80 feet in the southern line of Perry Avenue, as legally opened; thence westerly along said last-mentioned line for 40-33 feet to the western line of Jerome Park Railroad; thence westerly along last-mentioned line for 60-80 feet to the point of beginning.

The land to be excluded from the above-entitled proceeding is shown in blocks 444 and 445 of Section 12 of the land map of The City of New York.

The Board of Estimate and Apportionment on the 10th day of May, 1908, duly fixed and determined the amended area of assessment for tenement in this proceeding as follows:

Bounded on the southwest by the northeasterly side of Moshola Parkway North as heretofore, on the northeast by the southwesterly side of Woodlawn road as heretofore, on the southeast by a line midway between Norwood Avenue and Webster Avenue as heretofore, and on the northwest by a line midway between Hull Avenue and Perry Avenue.

Dated New York, November 6, 1908.

FRANCIS E. PENDLETON,
Corporation Counsel.

Hall of Records, Borough of Manhattan, City of New York.

115.17

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to amending title, wherever the same has not been heretofore acquired, for the same persons in fee, in the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND SIXTY-THIRD STREET, between Amsterdam Avenue and St. Nicholas Avenue, in the Twelfth Ward, Borough of Manhattan, 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 10TH DAY OF NOVEMBER, 1908, 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, November 6, 1908.

JOHN C. FITZGERALD,
PHILIP F. DONOHUE,
Commissioners of Estimate;

JOHN C. FITZGERALD,
Commissioner of Assessment.

JOHN P. DUNN, Clerk.

SUPREME COURT—SECOND DEPARTMENT.

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 STAR AVENUE (although not yet named by proper authority), from Borden Avenue to Howard Street, in the First Ward, Borough of Queens, in 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, SECOND DEPARTMENT, AT A SPECIAL TERM THEREOF, PART III, TO BE HELD IN THE COUNTY COURT HOUSE IN THE BOROUGH OF BROOKLYN, IN THE CITY OF NEW YORK, ON THE 28TH DAY OF JANUARY, 1909, AT THE OPENING OF THE COURT ON THAT DAY.

DATED BOROUGH OF MANHATTAN, NEW YORK, NOVEMBER 16, 1908.

JAMES J. CONWAY,
JOHN W. GILL,
W. H. BRAWLEY,
Commissioners.

JOHN P. DUNN, Clerk.

116.27

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 HEMLOCK STREET, from Jamaica Avenue to Atlantic Avenue, in the Twenty-sixth Ward, Borough of Brooklyn, 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 amended and supplemental estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, do present their said objections in writing, duly verified, to us at our office, No. 165 Montague Street, in the Borough of Brooklyn, in The City of New York, on or before the 2d day of December, 1908, 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 2d day of December, 1908, at 10 o'clock p. m.

Second—That the abstracts of our said amended and supplemental 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, No. 165 Montague Street, in the Borough of Brooklyn, in said City, there to remain until the 14th day of December, 1908.

Third—That the limits of our assessment for tenement include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Brooklyn, in The City of New York, which, taken together, are bounded and described as follows, viz:

Beginning at a point on the southerly side of Jamaica Avenue where the same is intersected by the centre line of the block between Hemlock Street and Radford Avenue, running thence southerly and along the centre line of the blocks between Hemlock Street and Radford Avenue, to the northerly side of Atlantic Avenue; running thence westerly and along the northerly side of Atlantic Avenue to the centre line of the block between Crescent Street and Hemlock Street; running thence northerly and along the centre line of the blocks between Crescent Street and Hemlock Street to the southerly side of Jamaica Avenue; running thence easterly along the southerly side of Jamaica Avenue 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 2d day of December, 1908, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of 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 681 and 684 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1901.

Dated Borough of Manhattan, New York, October 28, 1908.

EDWARD J. BYRNE,
Chairman;

EDMUND F. DREIGS,
Commissioners.

114.43

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 service, 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 name of the supplies, materials, work or services for which the bid or estimate is made, with his or their name or names and the day 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, as when and where the estimates received will be subject to examination 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 thereto, and, if no other person be 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, attorney 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 residents in The City of New York, or of a surety or safety 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 receipt 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 included 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 under 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 thereto 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.