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## THE CITY RECORD.

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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 commencing Monday, August 23, 1909:

Friday, August 27—2:30 p. m.—Case 1136.—Room 305.—THIRD AVENUE BRIDGE CO.—“Application for certificate of public convenience and a necessity for a street surface railroad across Queensboro Bridge.”—Commissioner Maltbie.

2:30 p. m.—Case 998.—Room 310.—BROOKLYN UNION ELEVATED RAILROAD CO.—“Hearing as to compliance with Final Order as to additional signs and stairways.”—Commissioner Bassett.

## PROCEEDINGS OF THE PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT.

TUESDAY, AUGUST 3, 1909

TRIBUNE BUILDING, 154 NASSAU STREET  
BOROUGH OF MANHATTAN, CITY OF NEW YORK

Present: Commissioner William McCarroll, Acting Chairman, Commissioners Edward M. Bassett, John E. Eustis.

(1170) 2063 CITY DEPARTMENT OF FINANCE—NOTICES OF DEPOSIT AND OF ESTABLISHMENT OF ACCOUNT

The Secretary presented the following notices of deposit and of establishment of account from H. L. Smith, Assistant Deputy Comptroller, Department of Finance of the City of New York, which were ordered filed:

Dated	Authorized	Deposited	Amount	Title of Account
<i>Notices of Deposit</i>				
July 19, 1909	April 2, 1909	July 15, 1909	\$25,000 00	Revenue Bond Fund—For Expenses of Public Service Commission for the First District.
July 22, 1909	April 2, 1909	July 20, 1909	15,000 00	Revenue Bond Fund—For Expenses of Public Service Commission for the First District.
July 26, 1909	June 21, 1909	July 23, 1909	50,365 70	Rapid Transit Construction Fund—Brooklyn Loop Lines, Borough of Manhattan (Section 9-0-4).
July 26, 1909	Feb. 26, 1909	July 24, 1909	2,014 63	Rapid Transit Construction Fund—Brooklyn Loop Lines, Borough of Manhattan (Real Estate, all Sections).
July 29, 1909	June 21, 1907	July 27, 1909	80,585 12	Rapid Transit Construction Fund—Brooklyn Loop Lines, Borough of Manhattan (Section 9-0-1).
July 29, 1909	April 2, 1909	July 27, 1909	50,000 00	Revenue Bond Fund—For Expenses of Public Service Commission for the First District.

Dated	Authorized	Deposited	Amount	Title of Account
<i>Notices of Establishment of Account</i>				
July 23, 1909	July 2, 1909	.....	350,000 00	Rapid Transit Construction Fund—Manhattan-Bronx (Additional Station at 190th Street and St. Nicholas Avenue).
July 23, 1909	July 2, 1909	.....	550,000 00	Rapid Transit Construction Fund—Brooklyn Loop Lines, Borough of Manhattan (Six-tracking Chambers Street Station).
July 23, 1909	July 2, 1909	.....	325,000 00	Rapid Transit Construction Fund—Brooklyn Loop Lines, Borough of Manhattan (Increasing Strength of Subway Structure).

(1171) 2622 INTEREST RENTAL DUE ON SUBWAY FROM INTERBOROUGH RAPID TRANSIT COMPANY—QUARTERLY STATEMENTS TO COMPTROLLER FOR FIRST TWO QUARTERS OF 1909

The Secretary stated that the following communication had been received from John H. McCooey, Deputy Comptroller, Department of Finance of the City of New York, with regard to the payment of interest rental on the subway of the Interborough Rapid Transit Company for the first quarter of 1909:

CITY OF NEW YORK,  
DEPARTMENT OF FINANCE,  
April 5, 1909

*The Public Service Commission for the First District, New York, Hon. William R. Willcox, Chairman, 154 Nassau Street, New York City.*

DEAR SIR:—In order to determine the amount of rental accruing April 1, 1909, and payable by the Interborough Rapid Transit Company, under provisions of the contract made with John B. McDonald, February 21, 1900, and agreements supplemental thereto, and also, for the Brooklyn-Manhattan section of the Rapid Transit Subway Construction Company, July 21, 1902, I have to request that you furnish this Department with statements for the first quarter of the year 1909, containing the necessary information, classified and arranged as in quarterly statements heretofore prepared by the engineers of your Commission.

In order to facilitate the furnishing of this information, I beg to enclose statements for both of the sections mentioned above, showing the bonds authorized to be issued, bonds issued, the premium realized thereon, and disbursements made to March 31, 1909, inclusive, on account of original contract price, extras, ducts, real estate, terminals and interest paid on bonds issued, etc.

I also enclose a copy of a letter to the Auditor of the Interborough Rapid Transit Company stating the amount of bonds issued that were allotted to the construction of the subway during the quarter ending March 31, 1909.

Thanking you in advance, I am

Yours very truly,  
(Signed) J. H. McCOOEY,  
Comptroller.

The statements and letter mentioned in the above communication were as follows: Rapid Transit Construction Fund, Manhattan and The Bronx—Statement of Gross Disbursements and Bonds Authorized and Issued to March 31, 1909, Inclusive.

	Bonds Authorized.	Bonds Issued.	Premium.	Proceeds.	Disbursements to March 31, 1909, Inclusive.
Work and material contract .....	\$35,000,000 00				\$34,483,000 00
*Extra work and ducts, etc.....	5,100,000 00				4,893,220 95
Van Cortlandt Park extension of the rapid transit railroad.....	675,000 00				732,443 50
Change of trackage at 96th Street, etc.....	850,000 00				123,987 19
Real estate, including easements .....	2,006,000 00	\$46,326,722 38	\$1,900,782 82	\$48,227,505 20	2,083,843 87
Change of station, 149th Street.....	15,000 00				13,397 20
Real estate in fee.....	500,000 00				294,194 34
Change of route in Park Avenue.....	204,825 18				204,825 18
Terminals .....	1,750,000 00				1,750,000 00
Bonds issued to pay interest .....	3,695,166 28				3,695,166 28
	\$49,795,991 46	\$46,326,722 38	\$1,900,782 82	\$48,227,505 20	\$48,274,078 51
Miscellaneous receipts to March 31, 1909.....					57,175 42
					Balance 10,602 11
					\$48,284,680 62
					\$48,284,680 62

\* Included in this amount is the sum of \$75,000.00 for the construction of the Van Cortlandt Park extension of the rapid transit railroad, the estimated cost of which is taken at \$750,000.00, and \$600,000.00 for expenses incurred as extra work for the construction of outlet chambers and fan houses.

Note—This statement does not include interest paid on bonds issued, except that amount which has been charged direct to this fund.

Rapid Transit Construction Fund, Brooklyn-Manhattan Division—Statement of Gross Disbursements and Bonds Authorized and Issued to March 31, 1909, Inclusive.

	Bonds Authorized.	Bonds Issued.	Premium.	Proceeds.	Disbursements to March 31, 1909, Inclusive.
Work and material contract .....	\$2,000,000 00				.....
Terminals and real estate .....	1,000,000 00				.....
Additional tracks .....	1,620,000 00				.....
Installation of shuttle service, Bowling Green	100,000 00				.....
Work and material contract .....	.....	\$3,597,000 00	\$45,042 00	\$3,642,042 00	\$1,803,529 67
Real estate contract.....	.....				47,185 98
Extra work .....	.....				1,368,165 32
Real estate, including easements, etc.....	.....				36,115 09
Interest paid on bonds issued .....	.....				348,044 20
	\$4,720,000 00	\$3,597,000 00	\$45,042 00	\$3,642,042 00	\$3,603,040 26
					Balance \$39,001 74

Note—The amount of interest paid on bonds issued, as shown above, will be subject to a deduction of the amount of “interest rental” paid to the city by the Interborough Rapid Transit Company on bonds issued for the construction of that portion of the Brooklyn-Manhattan division of the subway now in operation, viz.: \$153,062.43.

August 5, 1909

Mr. C. V. F. GAYNOR, Auditor:  
DEAR SIR:—I herewith transmit for your information statements of the disbursements made on account of the construction of the Manhattan-Bronx and Brooklyn-Manhattan divisions of the subway for the quarter ending March 31, 1909,

The amount of bonds issued that were allotted to the construction of the Rapid Transit Railroad during the quarter are as follows:	
Manhattan-Bronx Division.....	\$16,000 00
4% due November 1, 1958.....	378 56
Manhattan-Bronx Division.....	30,000 00
4% due November 1, 1958.....	709 80
Manhattan-Bronx Division.....	49,000 00
4% due November 1, 1958.....	No Premium
Manhattan-Bronx Division.....	10,000 00
4% due November 1, 1958.....	No Premium
Manhattan-Bronx Division.....	20,000 00
4% due November 1, 1958.....	311 63
Brooklyn-Manhattan Division.....	32,500 00
4% due November 1, 1958.....	768 95
Brooklyn-Manhattan Division.....	28,000 00
4% due November 1, 1958.....	No Premium
Brooklyn-Manhattan Division.....	1,000 00
4% due November 1, 1958.....	No Premium
Brooklyn-Manhattan Division.....	15,000 00
4% due November 1, 1958.....	233 72
Brooklyn-Manhattan Division.....	5,000 00
4% due November 1, 1958.....	77 91

I shall advise you of the future allotment of bond issues in regular quarterly statements as the same are recorded on the books of the Department of Finance.

Very truly yours,  
(Signed) J. H. McCooey,  
Deputy Comptroller.

The Secretary then stated that the following communication had been received from the Chief Engineer in reply thereto:

April 12, 1909

Public Service Commission for the First District:

GENTLEMEN:—Complying with request of the Deputy Comptroller, Mr. J. H. McCooey, of April 5, which was referred to me, I send you herewith three blueprints each of our drawings Nos. 1604-YD and 1604-ZD, being statements in the usual form of the rental payable by the Interborough Rapid Transit Company to March 31, 1909, inclusive.

This is transmitted to you with the proviso similar to the one contained in your letter of December 2, 1907, to the Comptroller.

Very truly yours,  
(Signed) HENRY B. SEAMAN,  
Chief Engineer.

The statements mentioned in the above communication were as follows:

CONTRACT No. 1.

Statement Showing How the Amounts Paid by the City to and Including March 31, 1909, for Construction of the Rapid Transit Railroad are Divided with Reference to Various Sections.

Section.	Location.	Apportionment of Amounts Received from City.					
		Original Contract.	Ducts.	Other Extras.	Terminals.	Real Estate Acquired in Fee.	Total.
1.	City Hall to 59th Street.....	\$15,000,000 00	\$639,306 00			\$750,000 00	\$26,309 04
2.	59th Street to 137th Street and Broadway; 96th Street and Broadway to 135th Street and Lenox Avenue.....	11,000,000 00			550,000 00	.....	
3.	137th Street and Broadway to Fort George; 135th Street and Lenox Avenue to Third Avenue and 149th Street.....	6,000,000 00	723,972 58	\$4,538,590 24	300,000 00	64,243 79	\$42,998,671 16
4.	Third Avenue and 149th Street to Bronx Park; Fort George to 242d Street, west side .....	3,000,000 00	52,608 00		150,000 00	203,641 51	
	Total .....	\$35,000,000 00	\$1,415,886 58	\$4,538,590 24	\$1,750,000 00	\$294,194 34	\$42,998,671 16

Rapid Transit Construction Fund, Manhattan and Bronx Division—Statement of Bonds Issued, Interest Rates and Disbursements as Furnished by the Department of Finance.

Bonds Issued.	Interest Rate, Per Cent.	Annual Interest.	Disbursements.		Per Cent.
			Contract	Change of route, Park Avenue.....	
\$1,500,000 00	3	\$45,000 00		\$34,483,000 00	
1,165,000 00	3 1/4	37,862 50	Change of route, Park Avenue.....	204,825 18	
41,885,000 00	3 1/2	1,465,975 00	Van Cortlandt Park extension.....	5,749,651 64	
1,098,325 18	4	43,933 01	Other extras and ducts.....		
678,397 20	4 1/2	30,527 87	96th Street Improvement.....	1,750,000 00	
			Terminals.....	3,695,166 28	
			Interest on bonds.....	294,194 34	
			Real estate acquired in fee.....	2,083,843 87	
			Easements, etc., in real estate.....	13,397 20	
			Changes in station, 149th Street.....		
				2,097,241 07	4.344
\$46,326,722 38		\$1,623,298 38		\$48,274,078 51	\$48,274,078 51
					100.000

Annual interest chargeable to Interborough Rapid Transit Company (100-4344) 95.656 per cent. of \$1,623,298.38..... \$1,552,782 30

Quarterly interest payable by Interborough Rapid Transit Company one-fourth of \$1,552,782.30..... \$388,195 58

Interest due to December 31, 1908..... 5,928,104 13

Total..... \$6,316,299 71

April 12, 1909. Drawing No. 1604-YD.

CONTRACT No. 2.

Tentative Statement of Rental Due the City from the Interborough Rapid Transit Railroad Company on March 31, 1909, on Account of Contract No. 2, as per Agreement Dated December 14, 1905.

Location.	Number of Feet of Single Tracks, as Per Contract.	Cost of Original Contract.	Extra Work.	Real Estate.	Total.
Ann Street to Atlantic Avenue .....	40,150	\$2,000,000 00	\$1,368,165 32	\$83,301 07	\$3,451,466 39

Rapid Transit Construction Fund, Brooklyn and Manhattan Division—Statement of Bonds Issued and Interest Rates as Furnished by the Department of Finance.

Bonds Issued.	Interest Rate, Per Cent.	Annual Interest.
\$1,000 00	3 1/4	\$32 50
1,815,000 00	3 1/4	63,525 00
931,000 00	4	37,240 00
850,000 00	4 1/2	38,250 00
		\$139,047 50

Interest for quarter ending March 31, 1909 (one-fourth of \$139,047 50)..... \$34,761 88

Interest for period ending December 31, 1908..... 153,062 43

\$187,824 31

April 12th, 1909. Drawing No. 1604-ZD.

The Secretary stated that the following communication had also been received from John H. McCooey, Deputy Comptroller, Department of Finance of the City of New York, with regard to the payment of interest rental on the subway of the Interborough Rapid Transit Company for the second quarter of 1909:

CITY OF NEW YORK,  
DEPARTMENT OF FINANCE,  
July 8, 1909

The Public Service Commission for the First District, New York, Hon. WILLIAM R. WILLCOX, Chairman, 154 Nassau Street, N. Y. City:

DEAR SIR:—In order to determine the amount of rental accruing July 1, 1909, and payable by the Interborough Rapid Transit Company, under provisions of the contract made with John B. McDonald, February 21, 1900, and agreements supplemental thereto, and also, for the Brooklyn-Manhattan section of the rapid transit railroad under contract made with the Rapid Transit Subway Construction Company, July 21, 1902, I have to request that you furnish this Department with statements for the second quarter of the year 1909, containing the necessary information, classi-

fied and arranged as in quarterly statements heretofore prepared by the engineers of your Commission.

In order to facilitate the furnishing of this information, I beg to enclose statements for both of the sections mentioned above, showing the bonds authorized to be issued, bonds issued, the premium realized thereon, and disbursements made to June 30, 1909, inclusive, on account of original contract price, extras, ducts, real estate, terminals and interest paid on bonds issued, etc.

I also enclose a copy of a letter to the Auditor of the Interborough Rapid Transit Company, stating the amounts of bonds issued that were allotted to the construction of the subway during the quarter ending June 30, 1909.

Thanking you in advance, I am,

Yours very truly,  
(Signed) J. H. McCooey,  
Deputy Comptroller.

The statements and letter referred to in the above communication were as follows:

Rapid Transit Construction Fund, Manhattan and The Bronx—Statement of Gross Disbursements and Bonds Authorized and Issued to June 30, 1909, Inclusive.

Bonds Authorized.	Bonds Issued.	Premium.	Proceeds.	Disbursements to June 30, 1909, Inclusive.
Work and material contract.....	\$35,000,000 00			\$34,483,000 00
*Extra work and ducts, etc.....	5,100,000 00			4,893,220 95
Van Cortlandt Park extension of the rapid transit railroad.....	675,000 00			732,443 50
Change of trackage at 96th Street, etc.....	850,000 00			162,394 35
Additional station facilities, 181st Street, 149th Street, etc.....	160,000 00	\$46,363,722 38	\$1,901,021 95	\$48,264,744 33
Change in station, 149th Street.....	15,000 00			13,397 20
Real estate, including easements.....	2,006,000 00			2,086,942 37
Real estate in fee.....	500,000 00			294,194 34
Change of route in Park Avenue.....	204,825 18			204,825 18
Terminals.....	1,750,000 00			1,750,000 00
Bonds issued to pay interest.....	3,695,166 28			3,695,166 28
				\$49,955,991 46
				\$46,363,722 38
				\$1,901,021 95
				\$48,264,744 33
				\$48,315,584 17
				57,226 79
				Balance 6,386 95

\* Included in this amount is the sum of \$75,000.00 for the construction of the Van Cortlandt Park extension of the rapid transit railroad, the estimated cost of which is taken at \$750,000.00, and \$600,000.00 for expenses incurred as extra work for the construction of outlet chambers and fan houses.

Note—This statement does not include interest paid on bonds issued, except that amount which has been charged direct to this fund.

Rapid Transit Construction Fund, Brooklyn-Manhattan Division—Statement of Gross Disbursements and Bonds Authorized and Issued to June 30, 1909, Inclusive.

Bonds Authorized.	Bonds Issued.	Premium.	Proceeds.	Disbursements to June 30, 1909, Inclusive.
Work and material contract	\$2,000,000 00			
Terminals and real estate	1,000,000 00			
Additional tracks	1,620,000 00			
Installation of shuttle service, Bowling Green	100,000 00			
Work and material contract				
Real estate contract				
Extra work				
Real estate, including easements, etc.				
Interest paid on bonds issued				
\$4,720,000 00	\$3,602,500 00	\$45,042 00	\$3,647,542 00	\$3,608,992 00
				Balance 38,550 00
				\$3,647,542 00
				\$3,647,542 00

Note—The amount of interest paid on bonds issued, as shown above, will be subject to a deduction of the amount of "interest rental" paid to the City by the Interborough Rapid Transit Company on bonds issued for the construction of that portion of the Brooklyn-Manhattan division of the subway to March 31, 1909. The interest due on all bonds May 1, 1909, being paid from rental account (total rental paid to March 31, 1909, \$187,824 31).

July 8, 1909

MR. E. F. V. GAYNOR, Auditor, Interborough Rapid Transit Co., 165 Broadway, N. Y. City:

DEAR SIR:—I hereby transmit for your information statements of the disbursements made on account of the construction of the Manhattan-Bronx and Brooklyn-Manhattan division of the subway for the quarter ending June 30, 1909.

The amount of bonds issued that were allotted to the construction of the rapid transit railroad during the quarter are as follows:

Manhattan-Bronx Division	\$13,000 00	Sale of March 2nd, 1909
4% due November 1, 1958	202 56	Premium
Manhattan-Bronx Division	19,000 00	Sinking Fund, May 2, 1909
4% due November 1, 1958	.....	No Premium
Manhattan-Bronx Division	5,000 00	Sale June 8, 1909
4% due May 1, 1959	36 57	Premium
Brooklyn-Manhattan Division	3,000 00	Sinking Fund, May 29, 1909
4% due November 1, 1958	2,500 00	No Premium
Brooklyn-Manhattan Division	.....	Sinking Fund, May 29, 1909
4% due November 1, 1958	.....	No Premium

I shall advise you of the further allotment of bond issues in regular quarterly statements as the same are recorded on the books of the Department of Finance.

Very truly yours,

Comptroller.

The Secretary also stated that the following communication had been received from the Chief Engineer in reply thereto:

July 15, 1909

Public Service Commission for the First District:

GENTLEMEN:—Complying with the request of Mr. H. A. Metz, Comptroller, of July 8, which was referred to me, I send herewith three blueprints each of our drawings Nos. 1604-YE and 1604-ZE, being statements, in the usual form, of the rental payable by the Interborough Rapid Transit Company to June 30, 1909, inclusive.

This is transmitted to you with the proviso similar to the one contained in your letter of December 2, 1907, to the Comptroller.

Very truly yours,

(Signed) HENRY B. SEAMAN,  
Chief Engineer.

The statements mentioned in the above letter were as follows:

CONTRACT No. 1.

Statement Showing How the Amounts Paid by the City to and Including June 30, 1909, for Construction of the Rapid Transit Railroad are Divided with Reference to Various Sections.

Apportionment of Amounts Received from City.							
Section.	Location.	Original Contract.	Ducts.	Other Extras.	Terminals.	Real Estate Acquired in Fee.	Total.
1.	City Hall to 59th Street	\$15,000,000 00	\$639,306 00		\$750,000 00	\$26,309 04	
2.	59th Street to 137th Street and Broadway; 96th Street and Broadway to 135th Street and Lenox Avenue	11,000,000 00			550,000 00	.....	
3.	137th Street and Broadway to Fort George; 135th Street and Lenox Avenue to Third Avenue and 149th Street	6,000,000 00	723,972 58	\$4,576,997 40	300,000 00	64,243 79	\$43,037,078 32
4.	Third Avenue and 149th Street to Bronx Park; Fort George to 242d Street, west side	3,000,000 00	52,608 00		150,000 00	203,641 51	
	Total	\$35,000,000 00	\$1,415,886 58	\$4,576,997 40	\$1,750,000 00	\$294,194 34	\$43,037,078 32

Rapid Transit Construction Fund, Manhattan and Bronx Division—Statement of Bonds Issued, Interest Rates and Disbursements as Furnished by the Department of Finance.

Bonds Issued.	Interest Rate, Per Cent.	Annual Interest.	Disbursements.	Per Cent.
\$1,500,000 00	3	\$45,000 00	Contract	\$34,483,000 00
1,165,000 00	3 1/4	37,862 50	Change of route, Park Avenue	204,825 18
41,885,000 00	3 1/2	1,465,975 00	Van Cortlandt Park extension	5,788,058 80
1,135,325 18	4	45,413 01	Other extras and ducts	
678,397 20	4 1/2	30,527 87	96th Street improvement	
			Terminals	1,750,000 00
			Interest on bonds	3,695,166 28
			Real estate acquired in fee	294,194 34
			Easements, etc., in real estate	2,086,942 37
			Change of station, 149th Street	13,397 20
\$46,363,722 38		\$1,624,778 38		2,100,339 57 4,347
				\$48,315,584 17
				\$48,315,584 17 100,000

Annual interest chargeable to Interborough Rapid Transit Company (100-4,347) 95.653 per cent. of \$1,624,778 38..... \$1,554,149 26

Quarterly interest payable by Interborough Rapid Transit Company, one-fourth of \$1,554,149.26..... \$388,537 31

Interest due to March 31, 1909..... 6,316,299 71

Total..... \$6,704,837 02

July 12, 1909. Drawing No. 1604-YE.

CONTRACT No. 2.

Tentative Statement of Rental Due the City from the Interborough Rapid Transit Railroad Company on June 30, 1909, on Account of Contract No. 2, as Per Agreement Dated December 14, 1905.

Location.	Number of Feet of Single Tracks, as Per Contract.	Cost of Original Contract.	Extra Work.	Real Estate.	Total.
Ann Street to Atlantic Avenue	40,150	\$2,000,000 00	\$1,373,817 06	\$83,601 07	\$3,457,418 13

Rapid Transit Construction Fund, Brooklyn and Manhattan Division—Statement of Bonds Issued and Interest Rates as Furnished by the Department of Finance.

Bonds Issued.	Interest Rate, Per Cent.	Annual Interest.
\$1,000 00	3 1/4	\$32 50
1,815,000 00	3 1/2	63,525 00
936,500 00	4	37,460 00
850,000 00	4 1/2	38,250 00
\$3,602,500 00		\$139,267 50

Interest for quarter ending June 30, 1909 (one-fourth of \$139,267.50)..... \$34,816 88

Interest for period ending March 31, 1909..... 187,824 31

The paragraph of the permit numbered 7, which seems to me to be very objectionable from a legal standpoint, provides as follows:

"7. That said licensee herein shall be held responsible for any and all damages that may be inflicted upon navigation interests through any and all causes whatsoever in consequence of work done under this permit."

The city is not liable in all cases for damages occasioned during the construction of a public work of this character, and I do not think the War Department is justified in imposing on the municipality a greater liability than that imposed by law. It might be that damage would be occasioned by the negligent act of a contractor, for which he alone would be responsible, but, nevertheless, by the acceptance of this permit in its present form, the city might also be rendered liable. This provision was not part of the permit granted by the Secretary of War to the construction of the Harlem and East River tunnels under Contracts 1 and 2, and I see no reason for its insertion now. Colonel Black insists on the retention of this provision, but, since this is a legal and public question, I think it proper that it be called to the attention of the Secretary of War and the Chief of Engineers with the request that paragraph 2 be modified, as herein specified, and paragraph 7 eliminated.

I enclose a form of communication to the Secretary of War and the Chief of Engineers.

I return herewith the permit which was transmitted to me by the Secretary under date of May 13th.

Respectfully yours,  
(Signed) GEO. S. COLEMAN,  
Counsel to Commission.

On motion, duly seconded, a resolution was thereupon adopted approving the action of Acting Chairman William McCarroll in having sent to the Secretary of War and the Chief of Engineers of the United States a copy of the above-mentioned form of communication from the Counsel to the Commission, as follows:

July 16, 1909

To the Honorable, the Secretary of War of the United States, and to the Chief of Engineers:

The Commission has received the permit granted by the Secretary of War, under date of May 12, 1909, for the construction of a tunnel (to form part of the Lexington Avenue Rapid Transit Railroad) under the Harlem River, and respectfully requests a modification of the terms of such permit.

The paragraph of such permit, numbered 2, provides:

"2. That during construction not more than one-half of the tunnel between bulkhead lines shall be under construction at one time, and that during this period the remaining portion of the waterway between the bulkhead lines shall be left open for navigation excepting for the short width at the channel end of the portion under construction which may be required for the stationary engineering devices necessary for the construction of the part of the tunnel in which work is being carried on."

Under a strict construction of this paragraph, it might be that the work under the river would be confined to one-half of the tunnel at one time despite the fact that it might be necessary to extend the construction underground for a greater portion of the tunnel, and that such additional construction could be carried on without any interference with navigation. In order to avoid any question it is suggested that the following addition be made to this paragraph:

But nothing herein contained shall be construed as preventing the construction of more than one-half of the tunnel between bulkhead lines at one time, provided that in such case the work of construction of the part of the tunnel in excess of such one-half shall be carried on at a depth of not less than 27.97 feet below the United States coast and geodetic survey plane of mean sea level at Sandy Hook, and provided, further, that in the construction of this excess of one-half no obstruction to navigation shall be placed in the river above an elevation of 16 feet below the mean low-water plane of reference.

The other question relates to the paragraph of the permit numbered 7, and has such important legal and public bearings that it is necessary to ask for its reconsideration. That paragraph provides:

"7. That said licensee herein shall be held responsible for any and all damages that may be inflicted upon navigation interests through any and all causes whatsoever in consequence of work done under this permit."

This provision did not form a part of the permit granted by the Secretary of War, under date of June 14, 1901, for the construction of tunnels under the East and Harlem Rivers, a copy of which is annexed hereto, and its acceptance in its present form by the Commission (which acts for the city) might render the city practically an insurer against damages, the cause of which would, in many cases, be beyond its control. For example, injury might be occasioned in the course of construction by the negligence of a contractor for which ordinarily he alone would be responsible, but under the terms of this permit responsibility might also be placed upon the city. The responsibility of a municipality in the prosecution of great public works is well settled, and, while such a provision as the one in question is doubtless entirely proper in the case of individuals, we desire to suggest that it is more in accord with the spirit of the law that the obligations of the city to its citizens should be those imposed upon it by statute or by the decisions of the courts, and should not be extended through the operation of a permit granted by the United States government.

A representative of the Commission has discussed these points at some length with Colonel W. M. Black of the Corps of Engineers in this city, and understands that he has no objection to the proposed addition to paragraph 2, but insists on the retention of paragraph 7. We are indebted to Colonel Black for his uniform courtesy in connection with this matter, but, since the questions involved in paragraph 7 are chiefly legal in character and are of such importance to the city, we are compelled to ask for their reconsideration.

For the reasons stated, the Commission respectfully requests the modification of paragraph 2, as herein specified, and the elimination of paragraph 7.

Respectfully yours,  
PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT,  
By (Signed) WM. McCARROLL,  
Acting Chairman.

[See Item No. 783.]

(1174) 2091-D  
CONDAMNATION PROCEEDINGS—PROPERTY ON CENTRE, LAFAYETTE AND PEARL STREETS AND CITY HALL PLACE—RESOLUTION AUTHORIZING DISCONTINUANCE

The Secretary presented a communication, dated July 21, 1909, from the Counsel to the Commission recommending the discontinuance of the condemnation proceedings relative to certain property required for the Chambers Street station of the Brooklyn Loop Lines consisting of certain lots in the triangular block bounded by Centre, Lafayette and Pearl Streets, and also of two parcels of property at Nos. 18 and 20 City Hall Place. Thereupon, the adoption of the following resolution was moved and duly seconded:

WHEREAS: A condemnation proceeding was heretofore duly instituted by the Corporation Counsel, in pursuance of a resolution of the Commission to condemn certain property required for the Chambers Street station of the Brooklyn Loop Lines, which proceeding is still pending; and

WHEREAS: Thereafter, in pursuance of a resolution of the Commission, duly passed on June 12, 1909, said condemnation proceeding was discontinued so far as it affected certain property embraced therein because the same, by reason of a change of plan, was not required for rapid transit purposes; and

WHEREAS: The Board of Estimate and Apportionment have duly approved a further change of plan providing for six tracks at said Chambers Street station, which will require the condemnation of property in addition to the property now embraced in said pending condemnation proceeding, and it appears that it would be more economical to discontinue said pending condemnation proceeding and to include said property now embraced therein in the new condemnation proceeding about to be instituted; it is

RESOLVED: That the Corporation Counsel be and he hereby is authorized and requested to take the necessary steps to have said pending condemnation proceeding discontinued.

Ayes—Commissioners McCarroll, Bassett, Eustis.

Nays—None.

Carried. [See Item No. 950.]

(1175)

ADDITIONAL SUBWAY STATION NEAR INTERVALE AND WESTCHESTER AVENUES, THE BRONX  
—FORM OF AGREEMENT WITH INTERBOROUGH RAPID TRANSIT COMPANY AND RESOLUTION AUTHORIZING EXECUTION OF SAME BY THE COMMISSION

The Secretary presented a communication, dated August 3, 1909, from the Counsel to the Commission, transmitting a form of agreement with the Interborough Rapid Transit Company for the construction of an additional subway station near the intersection of Intervale and Westchester Avenues, The Bronx, and a form of resolution authorizing the execution of such agreement, and suggesting that he be authorized to record the consents and releases of property owners affected by such construction. The adoption of the following resolution, referred to above, was thereupon moved and duly seconded:

RESOLVED: That an additional station on the Manhattan-Bronx rapid transit railroad be located at or near the intersection of Intervale Avenue and Westchester Avenue, and that the plan for the construction of such station, entitled "Interborough Rapid Transit Company, Subway Division, proposed station at Intervale Avenue at Westchester Avenue," numbered 8785, and dated February 11, 1909, revised July 15, 1909, be and the same hereby is approved. And it is further

RESOLVED: That the Acting Chairman and Secretary be and they hereby are authorized to execute and deliver an agreement with the contractor, John B. McDonald, and the Interborough Rapid Transit Company, in the form following, with such changes as may be approved by the Acting Chairman.

Ayes—Commissioners McCarroll, Bassett, Eustis.

Nays—None.

Carried.

The form of agreement referred to in the above resolution was as follows:

AGREEMENT: Made this day of August, in the year One Thousand Nine Hundred and Nine, between THE CITY OF NEW YORK (hereinafter called the "City") acting by the PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT (hereinafter called the "Commission"), party of the first part, and JOHN B. McDONALD, of the City of New York (hereinafter called the "Contractor"), and INTERBOROUGH RAPID TRANSIT COMPANY, a corporation organized under the laws of the State of New York (hereinafter called "Interborough Company"), parties of the second part, WITNESSETH:

WHEREAS, heretofore and on or about the 21st day of February, 1900, the City, acting by the Board of Rapid Transit Railroad Commissioners for The City of New York (hereinafter called the "Board"), entered into a contract with the Contractor for the construction and operation of a Rapid Transit Railroad in the City of New York and otherwise, as therein mentioned, which contract has since been modified by certain agreements between the parties, and which contract as so modified is hereinafter called the "Contract"; and

WHEREAS, the Contractor has deposited with the Comptroller of the City security for the performance of the said contract for construction and operation on his part, and has given certain bonds as further security for such performance, and upon such bonds there are sureties as follows: Rapid Transit Subway Construction Company, United States Fidelity & Guaranty Company, The Empire State Surety Company, American Surety Company of New York, National Surety Company, and Fidelity & Deposit Company of Maryland; and

WHEREAS, by written instruments bearing date the tenth day of July, 1902, the Contractor, with the written consent of the Board, concurred in by six members thereof, duly assigned the right and obligation to maintain and operate the said Rapid Transit Railroad for the term of years specified in the Contract and all rights included in the leasing provisions of the Contract, together with the obligation to provide equipment for the said railroad unto Interborough Company, which Company also guaranteed the performance by the Contractor of the provisions of so much of the Contract as was not so assigned to it; and

WHEREAS, the Commission has succeeded to all the powers and duties of the Board; and

WHEREAS, the contract provides that no change shall be made therein except by a written instrument duly authorized by the Board, or its successors, and consented to by the Contractor and the sureties upon his said bonds; and

WHEREAS, the Contractor and Interborough Company have asked permission to construct an additional station upon the said rapid transit railroad at or near the intersection of Westchester Avenue and Intervale Avenue without expense to the City, and the Commission approves of the construction of such additional station:

Now, THEREFORE, in consideration of the premises and of the sum of one dollar to the Contractor and Interborough Company in hand paid by the City, the receipt whereof is hereby acknowledged and subject to the consents hereinafter provided,

IT IS AGREED that the Contract be and the same hereby is modified as follows:

In addition to all other work of construction there shall be constructed for, but without expense to the City, an additional station at or near the intersection of Westchester Avenue and Intervale Avenue, as indicated upon the drawing hereto annexed entitled "Interborough Rapid Transit Company, Subway Division, Proposed Station at Intervale Avenue and Westchester Avenue," dated February 11, 1909, revised July 15, 1909, and numbered 8785, and the Contractor undertakes and agrees to do such work in accordance with the Contract and the specifications forming a part thereof and to provide a station similar to and in all respects as good as the other stations now constructed upon the elevated portion of the said rapid transit railroad, and agrees to complete such work within a period of nine (9) months from the date of the issuance of a permit to do such work unless such time shall be extended by the Commission.

And it is further agreed that the Contractor and Interborough Company will procure from the property owners affected by the construction of said station and deliver to the Commission valid consents to the construction of said station and valid releases to the City of any claims for damages to their easements by reason of the construction, maintenance or operation of said station or in lieu of such consents and releases when they are not obtained, or if for any reason those obtained should prove invalid or defective the Contractor and Interborough Company will hold the City harmless from any and all claims on the part of property owners arising out of or by reason of the construction, maintenance or operation of the said station.

And it is further agreed that upon the completion of said station, it shall be and become the property of the City as fully as if it had been constructed at the time of the construction of the railroad as part thereof, subject, however, to the terms of the lease and any renewal thereof.

PROVIDED, HOWEVER, that this agreement shall take effect if and when and only when the following consents hereto shall be duly had, to wit:

The consents as subjoined of Rapid Transit Subway Construction Company, United States Fidelity & Guaranty Company, The Empire State Surety Company, American Surety Company of New York, National Surety Company, and Fidelity & Deposit Company of Maryland.

IN WITNESS WHEREOF this contract has been executed for The City of New York by the Public Service Commission for the First District, under and by a resolution duly adopted by the Commission, and the seal of the Commission has been hereto affixed, and these presents signed by its Acting Chairman and Secretary, and the said John B. McDonald has hereto set his hand and seal, and the said Interborough Rapid Transit Company has caused its corporate seal to be hereto affixed and attested by its Secretary, and these presents to be signed by its President, all on the day and year first above written.

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT,  
By  
Acting Chairman.

Attest:

Secretary.

[L. S.]

INTERBOROUGH RAPID TRANSIT COMPANY,  
By  
President.

Attest:

Secretary.

## APPROVAL BY CORPORATION COUNSEL.

THE FOREGOING CONTRACT IS HEREBY APPROVED AS TO FORM.

Dated New York, August , 1909.

Corporation Counsel.

[Here follow the proper acknowledgments.]

THE UNDERSIGNED being the sureties of John B. McDonald, the contractor above mentioned, upon the continuing bond in the penalty of One Million Dollars (\$1,000,000), and the bond for construction and equipment in the penalty of Five Million Dollars (\$5,000,000), hereby consent to the making of the foregoing instrument.

Dated New York, August , 1909.

RAPID TRANSIT SUBWAY CONSTRUCTION COMPANY,

By

President.

Attest: Secretary.

UNITED STATES FIDELITY AND GUARANTY COMPANY,

By

President.

Attest: Secretary.

THE EMPIRE STATE SURETY COMPANY,

By

President.

Attest: Secretary.

AMERICAN SURETY COMPANY OF NEW YORK,

By

President.

Attest: Secretary.

NATIONAL SURETY COMPANY,

By

President.

Attest: Secretary.

FIDELITY AND DEPOSIT COMPANY OF MARYLAND,

By

President.

Attest: [Here follow the proper acknowledgments.]

The adoption of the following resolution was also moved and duly seconded:  
RESOLVED: That the Counsel to the Commission be authorized to have recorded the consents and releases of property owners referred to in his communication.

Ayes—Commissioners McCarroll, Bassett, Eustis.

Nays—None.

Carried.

(1176)

1336

ADDITIONAL ELEVATORS AT 181ST STREET SUBWAY STATION—SUPPLEMENTAL AGREEMENT WITH KLEIN AND JACKSON—RESOLUTION AUTHORIZING EXECUTION BY COMMISSION

The Secretary presented the following communication from the Counsel to the Commission:

Public Service Commission for the First District:

SIRS:—The resolution adopted by the Board of Estimate and Apportionment, appropriating \$160,000.00 for the construction of additional station facilities in the station on the Manhattan-Bronx rapid transit railroad at 181st Street and St. Nicholas Avenue required certain changes in the plan submitted by you to the Board of Estimate. These changes have been made, and, since they involved a somewhat greater encroachment upon the abutting property owned by Klein and Jackson, I have considered it necessary that a supplemental agreement be entered into with them allowing the substitution of the new plan for the one attached to the agreement with them of April 21, 1909. The agreement with the Interborough Company and John B. McDonald, bearing the same date, has been executed by you, but has not been sent to the contractor or the Interborough Company for execution. It seems to me advisable that the modified plan be substituted for the old plan attached to this agreement, and I would suggest that I be authorized to make such substitution.

I transmit herewith the supplemental agreement with Klein and Jackson, which has been executed by the Interborough Company and by all of the owners except Mrs. Klein, who has a dower interest in the property and who is at present abroad. I am assured that she will execute the agreement as soon as she returns in the Fall and consider it safe to proceed with the work pending her signing the agreement.

I transmit herewith forms of resolutions authorizing the execution of the supplemental agreement with Klein and Jackson and authorizing the substitution of the new plan for the old in the agreement with the contractor and the Interborough Company.

There is at present outstanding a mortgage upon the property owned by Klein and Jackson, which they are required by their agreement to satisfy or make subordinate to their agreement with the city. I am informed that a new mortgage is to be taken out tomorrow which will be subordinate to the city's rights, and will withhold sending the modified agreement to the Interborough Company and to the Contractor until I receive evidence of such subordination.

Respectfully yours,  
(Signed) GEO. S. COLEMAN,  
Counsel to the Commission.

The adoption of the following resolution, transmitted by the Counsel to the Commission, was thereupon moved and duly seconded:

RESOLVED: That there be substituted for the drawing annexed to and forming a part of the agreement bearing date the 21st day of April, 1909, between the City of New York, acting by the Commission and John B. McDonald, contractor, and Interborough Rapid Transit Company, providing for the construction of additional station facilities at the station on the Manhattan-Bronx rapid transit railroad at 181st Street and St. Nicholas Avenue the drawing now presented entitled "Rapid Transit Subway Construction Company, Chief Engineer's Office, Proposed Elevators on Entrance for 181st Street station at Any Corner," dated April 1, 1909, numbered 1043 and bearing the written approval of George H. Pegram, Chief Engineer of the Rapid Transit Subway Construction Company, of Henry B. Seaman, Chief Engineer to the Commission and of Klein and Jackson, the owners of the property on the northeast corner of 181st Street and St. Nicholas Avenue. And it is,

FURTHER RESOLVED: That the Chairman and the Secretary be and they hereby are authorized to execute and deliver an agreement in the form following, modifying the agreement dated April 21, 1909, with Klein and Jackson.

Ayes—Commissioners McCarroll, Bassett, Eustis.

Nays—None.

Carried.

The above-mentioned form of agreement was as follows:

AGREEMENT: Made this 3d day of August, 1909, between LEO M. KLEIN and LILLIAN R. KLEIN, his wife, and SAMUEL JACKSON and LILLIAN S. JACKSON, his wife, of the City of New York (hereinafter called the Owners), parties of the first part, the INTERBOROUGH RAPID TRANSIT COMPANY, a corporation organized and existing under the laws of the State of New York (hereinafter called the Railway Company), party of the second part, and THE CITY OF NEW YORK (hereinafter called the City), acting by the PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT (hereinafter called the Commission), party of the third part,

WHEREAS, heretofore and on or about the 21st day of April, 1909, the Owners duly entered into an agreement with the City and the Railway Company whereby the Owners granted to the City an easement in certain property therein described for the

purposes of certain entrances and exits to and from the station of the Manhattan-Bronx Rapid Transit Railroad at 181st Street and St. Nicholas Avenue upon certain terms and conditions therein set forth; and

WHEREAS, such agreement provided that the additional station facilities should be constructed substantially as shown on the drawing thereto annexed; and

WHEREAS, certain changes in such drawing are necessary to provide for the proper construction of such additional station facilities;

Now, THEREFORE, THIS AGREEMENT WITNESSETH, that, in consideration of the premises and of the sum of One Dollar (\$1.00) to each of the parties by the others in hand paid, it is agreed that such agreement of April 21, 1909, be and the same hereby is modified by substituting for the drawing thereto annexed the drawing hereto annexed, entitled "Rapid Transit Subway Construction Company, Chief Engineer's Office, Proposed Elevators and Entrance for 181st Street Station at N. E. Corner," dated April 1, 1909, numbered 1043 and bearing the written approvals of George H. Pegram, Chief Engineer Rapid Transit Subway Construction Company, of Henry B. Seaman, Chief Engineer to the Commission, and of Klein and Jackson.

IN WITNESS WHEREOF, the Owners have hereunto set their hands and seals, the Railway Company has caused these presents to be signed by its Vice-President and its corporate seal to be hereto affixed and attested by its Secretary, and these presents have been executed for and on behalf of the City by the Commission, under a resolution duly adopted by it, and the official seal of the Commission has been hereto affixed and attested by its Secretary and these presents signed by its acting Chairman, all the day and year first above written.

LEO M. KLEIN,  
by (Signed) SAMUEL JACKSON,  
His Atty. in Fact.

(Signed) SAMUEL JACKSON.  
(Signed) LILLIAN S. JACKSON.

INTERBOROUGH RAPID TRANSIT COMPANY,  
by (Signed) FRANK HEDLEY,  
Vice-President.

Attest:  
(Signed) H. M. FISHER,  
Secretary.

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT,  
by .....  
Acting Chairman.

Attest:  
.....  
Secretary.

STATE OF NEW YORK, } ss.:  
County of New York, } ss.:

On this 2nd day of August, one thousand nine hundred and nine (1909) before me personally appeared LILLIAN S. JACKSON, to me known, and known to me to be the individual described in and who executed the foregoing instrument, and she duly acknowledged to me that she executed the same for the purposes therein mentioned.

(Signed) WILLIAM R. KING,  
Notary Public No. 63,  
New York County.

STATE OF NEW YORK, } ss.:  
County of New York, } ss.:

On this 30th day of July, one thousand nine hundred and nine (1909) before me personally appeared SAMUEL JACKSON to me known, and known to me to be the individual described in and who executed the foregoing instrument, and he duly acknowledged to me that he executed the same for the purposes therein mentioned.

(Signed) RALPH NORTON,  
Notary Public, Queens County,  
Certificate Filed in New York County.

STATE OF NEW YORK, } ss.:  
County of New York, } ss.:

On this 30th day of July, 1909, before me personally came SAMUEL JACKSON, the attorney in fact of Leo M. Klein, to me personally known and known to me to be the individual described in and who, as such attorney in fact, executed the foregoing instrument, and acknowledged to me that he executed the same as the act and deed of Leo M. Klein therein described, by virtue of a power of attorney duly executed by the said Leo M. Klein, bearing date the 4th day of December, 1904, and recorded in the office of the Register of the County of New York, in Liber 16 of Powers of Attorney, at page 401 on the 2nd day of July, 1909.

(Signed) RALPH NORTON,  
Notary Public, Queens County,  
Certificate Filed in New York County.

STATE OF NEW YORK, } ss.:  
County of New York, } ss.:

On this day of August, one thousand nine hundred and nine (1909), before me personally appeared WILLIAM McCARROLL and TRAVIS H. WHITNEY, to me known and known to me to be the said William McCarron, the Acting Chairman, and the said Travis H. Whitney, the Secretary of the Public Service Commission for the First District; and the said William McCarron and Travis H. Whitney, being by me duly sworn, did depose and say each for himself and not for the other, the said William McCarron, that he resides in the Borough of Brooklyn, County of Kings, in the City and State of New York, that he is the Acting Chairman of the said Commission, and that he subscribed his name to the foregoing agreement by virtue of the authority thereof; and the said Travis H. Whitney, that he resides in the Borough of Brooklyn, in the said city, that he is the Secretary of the said Commission, and that he subscribed his name thereto by like authority; and both the said William McCarron and Travis H. Whitney that they know the seal of the said Commission and the same was affixed to the foregoing instrument by the authority of the said Commission and of a resolution duly adopted by the same.

STATE OF NEW YORK, } ss.:  
County of New York, } ss.:

On the 2d day of August, in the year one thousand nine hundred and nine (1909), before me personally came FRANK HEDLEY, to me known, who, being by me duly sworn, did depose and say that he resided in Yonkers, New York; that he is the Vice-President of the Interborough Rapid Transit Company, the corporation described in and which executed the above instrument; that he knew the seal of said corporation; that the seal affixed to said instrument was such corporate seal; that it was so affixed by order of the board of directors of said corporation, and that he signed his name thereto by like order.

(Signed) RALPH NORTON,  
Notary Public, Queens County,  
Certificate Filed in New York County.

[See Item No. 642.]

(1177) CONDEMNATION PROCEEDINGS—PROPERTY AT 119-121 WALKER STREET—REQUEST FROM DEPUTY COMPTROLLER FOR ESTIMATE FOR UNDERPINNING BUILDING

The Secretary presented the following communication from the Chief Engineer, a copy of which was ordered sent to J. H. McCooey, Deputy and Acting Comptroller, Department of Finance, City of New York:

July 28, 1909

Public Service Commission for the First District:

GENTLEMEN:—Referring to the letter of July 17, 1909, from Deputy and Acting Comptroller McCooey, in relation to the estimate for underpinning building at 119-121 Walker Street, Manhattan, I beg to review the history of this work as follows:

The property 119-121 Walker Street was necessary for subway purposes, and negotiations for its acquisition were undertaken by the counsel for the Commission during the winter of 1907-1908. As an incident to these negotiations, an estimate was obtained from the Degnon Contracting Company for shoring and underpinning the westerly half of the building 119-125 Walker Street for the sum of \$32,500.00.

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It was found impossible to obtain the property at a reasonable price by private negotiations. Condemnation proceedings were, therefore, instituted, and a fee to the property 119-121 Walker Street obtained on April 22, 1908. On June 18, 1908, the building standing on this property was offered for sale at public auction by the Bureau of Markets and Public Revenues of the Finance Department, and, on June 18, was sold for removal to one A. Volk, for the sum of \$240.00. The condition of the sale provided that the building should be removed within sixty days from the day of sale, and a deposit of one-half of the purchase price was made as security for compliance with this condition.

The building was not vacated by Moe Levy, nor was the wrecking, in accordance with the terms of sale, effected by the Comptroller, but a contract was entered into by the Degnon Contracting Company with Moe Levy, whom rumor says was the actual purchaser of the building, for its shoring, etc., for the sum of \$12,500.00.

The contractor thereupon proceeded to shore the building and to construct the subway where it came within the limits of the property 119-121 Walker Street, which work was completed by him on December 5, 1908, the building being permanently supported on the roof of the subway on May 22, 1909.

Since the actual cost of underpinning is known, a further estimate seems unnecessary.

Very truly yours,  
(Signed) HENRY B. SEAMAN,  
Chief Engineer.

(1178) 1056  
EXTRA WORK—VENTILATING SHAFTS AT 96TH STREET SUBWAY STATION—SUBSTITUTION OF GRATINGS FOR RAILINGS

The Secretary presented a communication from the Chief Engineer, dated July 27, 1909, in the matter of the request of the Commissioner of Parks for the substitution of gratings for the railings at present existing around the subway ventilating shafts along upper Broadway, stating that such change could be made at the three openings between 95th and 96th Streets at an approximate cost of \$750.00. The adoption of the following resolution was thereupon moved and duly seconded:

RESOLVED: That John B. McDonald, contractor for the construction of the Manhattan-Bronx rapid transit railroad under contract dated February 21, 1900, as amended, be and he hereby is directed to remove the railings and substitute gratings therefor over the ventilating shafts on Broadway between 95th and 96th Streets, as indicated upon the plan entitled "State of New York, Public Service Commission for the First District, Engineering Department: Proposed New Grating for 96th Street Station; Contract No. 1," dated July 14, 1909, and numbered 10,065, at an expense not exceeding \$750.00.

Ayes—Commissioners McCarroll, Bassett, Eustis.  
Nays—None.  
Carried.

(1179) Case 220  
BROOKLYN HEIGHTS RAILROAD COMPANY—TRACKS ON MAIN STREET—DISCONTINUANCE ORDER

On motion, duly seconded, an Order in Case No. 220 was unanimously adopted as to the Brooklyn Heights Railroad Company discontinuing the proceedings upon the complaint of Robert E. Anthony in regard to the condition of tracks and switches on Main Street at Prospect and Fulton Streets, Brooklyn. [See Proceedings of 1908; Page 295.]

(1180) Case 240  
UNION RAILWAY COMPANY—TRACKS AT MACOMB'S DAM BRIDGE—DISCONTINUANCE ORDER

On motion, duly seconded, an Order in Case No. 240 was unanimously adopted as to the Union Railway Company discontinuing the proceeding in the matter of the condition of its tracks at the east end of Macomb's Dam Bridge. [See Proceedings of 1908; Page 216.]

(1181) Case 503  
BROOKLYN HEIGHTS RAILROAD COMPANY—EMPLOYEES ON BROOKLYN BRIDGE DIVISION—DISCONTINUANCE ORDER

Commissioner Bassett presented an opinion in the matter of the hearing with regard to the hours of employment of train dispatchers and tower switchmen on the Brooklyn Bridge division, recommending that the proceedings thereon be discontinued.

On motion, duly seconded, an Order in Case No. 503 was thereupon unanimously adopted as to the Brooklyn Heights Railroad Company discontinuing the proceeding. [See Proceedings of 1908; Page 1052.]

(1182) Case 678  
BROOKLYN, QUEENS COUNTY AND SUBURBAN RAILROAD COMPANY—SERVICE ON RALPH AVENUE LINE—DISCONTINUANCE ORDER

Commissioner McCarroll presented an opinion in the matter of the hearing with regard to the service of the Brooklyn, Queens County and Suburban Railroad Company on its Ralph Avenue line, recommending that, as the operation of the line had since the hearing been transferred from that company to the Nassau Electric Railroad Company, the proceedings be discontinued.

On motion, duly seconded, an Order in Case No. 678 was thereupon unanimously adopted as to the Brooklyn, Queens County and Suburban Railroad Company discontinuing the above proceedings. [See Proceedings of 1908; Page 1490.]

(1183) Case 1051  
INTERBOROUGH RAPID TRANSIT COMPANY—REAR CAR FOR WOMEN—DISMISSAL ORDER

Commissioner Eustis presented an opinion in the matter of the complaint of the Transportation Committee of Fifty of the Woman's Municipal League against the Interborough Rapid Transit Company as to reserving the rear car of subway express trains for women and children approving the use of such rear car. His recommendation was disapproved by the following vote:

Ayes—Commissioner Eustis.  
Nays—Commissioners McCarroll, Bassett.  
Commissioner Bassett thereupon presented an opinion disapproving the use of such car and moved the adoption of an order in Case No. 1051 dismissing the proceedings.

Ayes—Commissioners McCarroll, Bassett, Eustis.  
Nays—None.  
Carried. [See Item No. 667.]

(1184) Case 1117  
BROOKLYN HEIGHTS RAILROAD COMPANY—CHANGE OF MOTIVE POWER ON MONTAGUE STREET—APPROVAL ORDER

Commissioner McCarroll presented an opinion in the matter of the application of the Brooklyn Heights Railroad Company for the approval of a change of motive power on Montague Street between Court Street and Wall Street Ferry in the Borough of Brooklyn, recommending that the application be granted.

On motion, duly seconded, the opinion was approved, and an Order in Case No. 1117 was thereupon unanimously adopted as to the Brooklyn Heights Railroad Company, granting approval of the change of motive power from cable to overhead electric current on Montague Street from Court Street to Wall Street Ferry, subject to certain conditions. [See Item No. 1159.]

(1185) Case 1127  
SPUYTEN DUYVIL AND PORT MORRIS RAILROAD COMPANY—APPLICATION FOR APPROVAL OF MORTGAGE—APPROVAL ORDER

The Secretary presented an Order in Case No. 1127, made by Commissioner Eustis on July 14, 1909, as to the Spuyten Duyvil and Port Morris Railroad Company, authorizing that Company (1) to execute a certain agreement filed with its petition, dated June 1, 1909, with the New York Central and Hudson River Railroad Company and the Central Trust Company of New York; and (2) to assume the bonds to be issued by the New York Central and Hudson River Railroad Company, as provided in said agreement, to the extent of \$2,500,000.00.

The adoption of the following Order was thereupon moved and duly seconded: ORDERED: That the Public Service Commission hereby approves and confirms the foregoing Order and orders the same filed in its office.  
Ayes—Commissioners McCarroll, Bassett, Eustis.  
Nays—None.  
Carried. [See Item No. 1160.]

(1186) Case 1134  
CONEY ISLAND AND BROOKLYN RAILROAD COMPANY—FIVE-CENT FARE TO CONEY ISLAND—HEARING ORDER

On motion, duly seconded, an Order in Case No. 1134 was unanimously adopted as to the Coney Island and Brooklyn Railroad Company directing a hearing on August 11, 1909, at 2:30 P. M., in the matter of the complaint of Jonas Monheimer against the Coney Island and Brooklyn Railroad Company as to the fare from New York to Coney Island on week days. The Acting Chairman designated Commissioner Bassett to conduct the hearing. [See Item No. 1136.]

(1187) Case 1136  
THIRD AVENUE BRIDGE COMPANY—APPLICATION FOR CERTIFICATE OF CONVENIENCE AND A NECESSITY—HEARING ORDER

The Secretary presented an application, dated July 14, 1909, and acknowledged July 15, 1909, from the Third Avenue Bridge Company for a certificate of public convenience and a necessity covering a street surface railroad across the Queensboro Bridge in the Boroughs of Manhattan and Queens.

On motion, duly seconded, an Order in Case No. 1136 was thereupon unanimously adopted directing a hearing on the above application on August 13, 1909, at 2:30 P. M., notice of said application to be published in the Evening Post and the New York Press upon August 6, 1909. The Acting Chairman designated Commissioner Maltbie to conduct the hearing.

(1188) Case 1139  
METROPOLITAN STREET RAILWAY COMPANY—APPLICATION TO PURCHASE STOCK—HEARING ORDER

The Secretary presented an application from Adrian H. Joline and Douglas Robinson as Receivers of the Metropolitan Street Railway Company, verified July 26, 1909, for authorization of the acquisition by them as such Receivers of five hundred shares of the capital stock of the Bridge Operating Company.

On motion, duly seconded, an Order in Case No. 1139 was thereupon unanimously adopted directing a hearing on the above application on August 11, 1909, at 2:30 P. M. The Acting Chairman designated Commissioner Maltbie to conduct the hearing.

(1189) Case 1141  
SPUYTEN DUYVIL AND PORT MORRIS RAILROAD COMPANY—EXTENSION OF CORPORATE EXISTENCE—DISMISSAL ORDER

On motion, duly seconded, an Order in Case No. 1141 was unanimously adopted as to the Spuyten Duyvil and Port Morris Railroad Company dismissing its application for leave to extend its corporate existence. [See Item No. 1025.]

(1190) Case 1143  
STATEN ISLAND RAILWAY COMPANY—APPLICATION FOR TRANSFER OF SHARES OF CAPITAL STOCK—HEARING ORDER

The Secretary presented an application dated July 28, 1909, from the Staten Island Railway Company, for the consent and approval as to transferring on its books 227 shares of its capital stock to the Baltimore and Ohio Railroad Company.

On motion, duly seconded, an Order in Case No. 1143 was thereupon unanimously adopted, directing a hearing on the above application on August 16, 1909, at 2:30 P. M. The Acting Chairman designated Commissioner Bassett to conduct the hearing.

(1191) Case 1147  
NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY—DERAILS AT PUTNAM DIVISION BRIDGE—APPROVAL ORDER

Commissioner Eustis presented an opinion in the matter of the application of the New York Central and Hudson River Railroad Company as to the installation of derails on its Putnam division crossing the Harlem River, recommending that the company's application for the omission of derails at this point be granted.

On motion, duly seconded, an Order in Case No. 1147 was thereupon unanimously adopted as to the New York Central and Hudson River Railroad Company granting approval of the omission of derails on its Putnam division crossing the Harlem River. [See Item No. 1163.]

(1192) Cases 377, 378  
RICHMOND LIGHT AND RAILROAD COMPANY ET AL.—EQUIPMENT OF CIRCUIT BREAKERS—REPORT

Commissioner McCarroll presented a report in Cases Nos. 377 and 378 in the matter of the hearing with regard to the service and equipment of the Richmond Light and Railroad Company and the Staten Island Midland Railway Company, stating that inspection about the middle of June, 1909, showed that all of those companies' cars had been equipped with circuit breakers. The report was duly approved and ordered filed. [See Proceedings of 1908; Pages 764, 765.]

(1193) S. P. 77  
LONG ISLAND RAILROAD COMPANY—RAISING EMBARGO ON CARLOAD FREIGHT—SPECIAL PERMISSION

The Secretary presented a communication, dated July 6, 1909, from A. L. Langdon, Traffic Manager of the Long Island Railroad Company, requesting permission to put in effect three days after publication at stations and filing with the Commission Supplement No. 3 to Tariff P. S. C.—1 N. Y.—No. 124, raising the embargo on carload freight, Pier 32, East River, New York.

Thereupon, on motion duly seconded, Special Permission No. 77 was adopted granting the desired permission.

(1194) S. P. 78  
INTERBOROUGH RAPID TRANSIT COMPANY—CHANGES IN TRANSFER POINTS—SPECIAL PERMISSION

The Secretary presented a communication, dated July 15, 1909, from Frank Hedley, Vice-President and General Manager of the Interborough Rapid Transit Company, requesting permission to put in effect three days after publication at stations and filing with the Commission Supplement No. 2 to Tariff P. S. C.—1 N. Y.—No. 1, containing changes in transfer points between lines of the Interborough Rapid Transit Company and the New York City Interborough Railway Company.

Thereupon, on motion duly seconded, Special Permission No. 78 was adopted granting the desired permission.

(1195) S. P. 79  
LONG ISLAND RAILROAD COMPANY—FREE RETURN OF EMPTY MILK AND CREAM CANS—SPECIAL PERMISSION

The Secretary presented a communication, dated July 20, 1909, from A. L. Langdon, Traffic Manager of the Long Island Railroad Company, requesting permission to put in effect one day after publication and filing with the Commission Supplement No. 1 to Tariff P. S. C.—1 N. Y.—No. E-30, containing a rule as to returning free empty milk and cream cans.

Thereupon, on motion, duly seconded, Special Permission No. 79 was adopted granting the desired permission.

(1196) S. P. 80  
UNITED ELECTRIC LIGHT AND POWER COMPANY—CHANGE IN CONJUNCTIONAL SERVICE RIDER—SPECIAL PERMISSION

The Secretary presented a communication, dated July 19, 1909, from L. A. Coleman, Assistant Secretary of the United Electric Light and Power Company, requesting permission to put in effect one day after publication in offices and filing with the Com-

mission Supplement No. 1 to Schedule P. S. C.—1 N. Y.—No. 1, containing a change in the conjunctional service rider.

Thereupon, on motion duly seconded, Special Permission No. 80 was adopted granting the desired permission.

(1197)

S. P. 81  
SOUTH BROOKLYN RAILWAY COMPANY—CANCELLATION NOTICE OF OFFICIAL CLASSIFICATION—SPECIAL PERMISSION

The Secretary presented a communication, dated July 20, 1909, from A. R. Piper, General Freight Agent of the South Brooklyn Railway Company, requesting permission to put in effect ten days after filing with the Commission Supplement No. 7 to Tariff P. S. C.—1 N. Y.—No. 21, and publish therein a cancellation notice of official classification.

Thereupon, on motion duly seconded, Special Permission No. 81 was adopted granting the desired permission.

(1198)

S. P. 82  
THE LONG ISLAND RAILROAD COMPANY—RATE OF BROKEN STONE—SPECIAL PERMISSION

The Secretary presented a communication, dated July 29, 1909, from A. L. Langdon, Traffic Manager of the Long Island Railroad Company, requesting permission to put in effect one day after publication at stations and filing with the Commission Tariff P. S. C.—1 N. Y.—No. 135 publishing rate on broken stone from Blissville Docks and Long Island City, New York, to Winfield, New York.

Thereupon, on motion, duly seconded, Special Permission No. 82 was adopted granting the desired permission.

(1199)

S. P. 83  
THE LONG ISLAND RAILROAD COMPANY—AMENDING CLASSIFICATION AS TO MOVING PICTURE FILMS—SPECIAL PERMISSION

The Secretary presented a communication, dated July 30, 1909, from A. L. Langdon, Traffic Manager of the Long Island Railroad Company, requesting permission to put in effect August 2, 1909, one day after publication at stations and filing with the Commission, Supplement No. 2 to Tariff P. S. C.—1 N. Y.—No. E-30 amending Official Express Classification No. 19 as to moving picture films.

Thereupon, on motion duly seconded, Special Permission No. 83 was adopted granting the desired permission.

(1200)

2092  
DEGNON CONTRACTING COMPANY—REQUEST FOR FURTHER EXTENSION OF TIME FOR COMPLETION OF CONTRACT FOR BROOKLYN LOOP LINES

The Secretary presented the following communication from the Degnon Contracting Company, which was referred to the Counsel to the Commission and the Chief Engineer:

New York, July 29, 1909

Public Service Commission, First District, Tribune Building, New York City:

SIRS:—Referring to the extension of time for the completion of our contract for the Brooklyn Loop subway, which, without prejudice to either party, was, by resolution of your Board, made to run to July 31st, we call your attention to the fact that, under the terms of our contract, we are entitled to further extensions of time for various reasons, some of which we have set forth in our previous communication and which still apply.

This letter is written for the purpose of calling your attention to some of the reasons why we are entitled to the extension of time sought, and is without any prejudice to any rights we may have in the premises.

Yours very truly,

THE DEGNON CONTRACTING COMPANY,  
(Signed) N. J. HEYWOOD, Secretary.

[See Items Nos. 824, 874.]

(1201)

BOARD OF ALDERMEN—RESOLUTION AS TO NEW ELEVATED STATION AT 150TH STREET AND EIGHTH AVENUE

The Secretary presented a communication, dated July 16, 1909, from P. J. Scully, Clerk, transmitting a resolution adopted by the Board of Aldermen on July 13, 1909, requesting the Commission to have an elevated station established at 150th Street and Eighth Avenue. The communication was referred to Commissioner Eustis.

(1202)

1455  
BOARD OF ALDERMEN—RESOLUTION AS TO STREET CAR CONDUCTORS OFFERING TRANSFERS WHEN COLLECTING FARES

The Secretary presented a communication, dated July 16, 1909, from P. J. Scully, Clerk, transmitting a resolution adopted by the Board of Aldermen on July 13, 1909, requesting the Commission to order all street railway companies to require their conductors to offer transfers to passengers when collecting their fares. On motion, the Secretary was directed to reply to the Board of Aldermen that, according to the Railroad Law, the companies were under no legal obligation to offer transfers to passengers, but might, if they chose, issue them only upon demand, and that the Commission had no power, therefore, to order the companies to offer transfers to passengers as suggested in the above resolution.

(1203)

2184  
BROOKLYN LEAGUE—RESOLUTION AS TO PROPER CONSTRUCTION OF SUBWAYS IN BROOKLYN

The Secretary presented a set of resolutions from the Brooklyn League, adopted July 19, 1909, urging the Commission to approve only such subways in Brooklyn as would best serve the needs of that borough, and calling attention to the great need of the immediate construction of the subway on Flatbush Avenue extension from Atlantic Avenue to Parkside Avenue. The communication was ordered filed.

(1204)

2919  
THE 23D STREET IMPROVEMENT ASSOCIATION—LETTER AS TO LOCATION OF LEXINGTON AVENUE SUBWAY NEAR 23D STREET

The Secretary presented a communication, dated July 20, 1909, signed by Walter E. Maynard, Chairman Transit Committee, and several others, on behalf of the 23d Street Improvement Association, protesting against the approval by the Commission of any subway system which should not include the entire length of Lexington Avenue from the Harlem River to Gramercy Square and under Gramercy Square the entire length of Irving Place, and asking for a public hearing on the subject before the Commission should take definite action in regard thereto. The communication was ordered filed.

(1205)

1208  
WASHINGTON HEIGHTS TAXPAYERS' ASSOCIATION—COMMUNICATION AS TO PROPOSED SUBWAY ALONG FORT WASHINGTON AVENUE

The Secretary presented a communication, dated July 27, 1909, from Reginald Pelham Bolton, Secretary of the Washington Heights Taxpayers' Association, calling the attention of the Commission to the need of a west side subway in the northern portion of Manhattan, and suggesting that the route be planned to run along Fort Washington Avenue connecting the northern end of the Ninth Avenue elevated line with Spuyten Duyvil. The communication was referred to Commissioner Maltbie to answer.

(1206)

ACCIDENTS—REPORT FOR JUNE, 1909

The Secretary presented the following summary of accidents for the month of June, 1909, which was ordered filed:

Car collisions	124
Persons and vehicles struck by cars	928
Boarding	614
Alighting	1,022
Contact with electricity	34
Other accidents	2,161
<b>Total.</b>	<b>4,883</b>

<i>Injuries:</i>	
Passengers	2,148
Not passengers	527
Employees	518
<b>Total.</b>	<b>3,193</b>

<i>Serious included in above:</i>	
Killed	29
Fractured skulls	9
Amputated limbs	4
Broken limbs	33
Other serious	135
<b>Total.</b>	<b>210</b>

(1207) 3045-L

GAS METERS—REPORT OF TESTING FOR JULY, 1909

The Secretary stated that during the month of July, 1909, the Commission had tested 31,360 gas meters, of which 184 were complaint meters, 6,827 were new meters, and 24,349 were repaired and removed meters; that of the complaint meters 27, or 14.5%, were absolutely correct and 85, or 46.3%, were between 2% fast and 2% slow, that 104, or 56.4%, were fast and 79, or 42.9%, were 2% or more fast, and that 53, or 29.1%, were slow and 20, or 10.8%, were 2% or more slow.

(1208) 3045-L

ELECTRIC METERS—REPORT OF TESTING FOR MONTH OF JULY, 1909

The Secretary stated that during the month of July, 1909, the Commission had tested 33 electric meters of which 28, or 84.8%, were between 4% fast and 4% slow, 2, or 6.1%, were over 4% fast, and 3, or 9.1%, were over 4% slow.

(1209) 2093-J

CRANFORD COMPANY—REQUISITION FOR EXTRA WORK

The Secretary stated that he had received requisition No. 3A of the Cranford Company for \$715.50 for extra work done and materials furnished on section 9-O-3 of the Brooklyn Loop Lines, pursuant to the resolution of the Commission as to ten-story building construction adopted January 20, 1909, during the month of June, 1909, less ten per cent, together with the certificate of Henry B. Seaman, Chief Engineer, approving the same, and on motion, duly seconded, a resolution was adopted approving the action of Acting Chairman William McCarroll in having forwarded voucher No. 2832 to the Comptroller for the payment of the above amount.

(1210) 2093-A

CRANFORD COMPANY—REQUISITION

The Secretary stated that he had received requisition No. 23 of the Cranford Company for \$48,523.05 for work done and materials furnished on section 9-O-3 of the Brooklyn Loop Lines during the month of June, 1909, less ten per cent, together with the certificate of Henry B. Seaman, Chief Engineer, approving the same, and on motion, duly seconded, a resolution was adopted approving the action of Acting Commissioner McCarroll in having forwarded voucher No. 2833 to the City Comptroller for the payment of the above amount.

(1211) Case 557

RAPID TRANSIT SUBWAY CONSTRUCTION COMPANY—REQUISITION FOR EXTRA WORK

The Secretary presented requisition No. 8 for Bowling Green shuttle station, of the Rapid Transit Subway Construction Company for \$5,753.58 for work done and materials furnished on Contract No. 2 during the month of June, 1909, less ten per cent, together with certificate of Henry B. Seaman, Chief Engineer, approving the same, and a formal resolution approving the requisition and directing that voucher No. 2836 be transmitted to the City Comptroller for payment of the said amount, which was therupon duly adopted.

(1212) 1258

JOHN B. McDONALD—REQUISITION FOR EXTRA WORK

The Secretary presented requisition No. 8 for 96th Street Improvements, of John B. McDonald, for \$16,100.31 for work done and materials furnished on Contract No. 1 during the months of May and June, 1909, together with certificate of Henry B. Seaman, Chief Engineer, approving the same, and a formal resolution approving the requisition and directing that voucher No. 2850 be transmitted to the City Comptroller for payment of the said amount, which was therupon duly adopted.

(1213) 1258

VOUCHERS

The Secretary presented the following vouchers covering bills which had been duly approved by Commissioner Eustis as Committee on Audit for the Month of July, 1909, whereupon the adoption of the following resolution was moved and duly seconded:

RESOLVED: That the vouchers enumerated below be approved by the Commission and forwarded to the Comptroller of the City of New York for payment:

Voucher No.	In Favor of	Services or Material	Amount
<i>Open Market Orders</i>			
2851	Addressograph Company	Addresses. Bills May 29, 1909.....	\$3 63
2852	American Distilled Water Company	Distilled water. Bill May 31, 1909.....	1 20
2853	The American District Telegraph Company	Messenger service. Month of June, 1909.....	6 20
2854	American Ice Company	Ice supply. Bills July 1 and 7, 1909.....	8 95
2855	Baker, Voorhis and Company	Law books. Bill June 5, 1909.....	14 00
2856	Blair Tool and Machine Works	Repairs to Ding. Bat. Bill June 18, 1909.....	2 75
2857	C. C. Bohn Electric Company	Electric wiring and fans. Bills June 18 and July 8, 1909.....	251 25
2858	William Bratter and Company	Printing, etc. Bills June 1, 8, 10 (2), 14 (2), 19, 21 (2), 22, 23 (2a), 29 (10), July 2 and 8 (4).....	1,713 10
2859	E. J. Brooks and Company	Lead seals. Bill June 15, 1909.....	177 18
2860	Martin B. Brown Company	Printing, etc. Bills January 25, March 6, June 18, July 2, 7, and 8, 1909.....	1,000 35
2861	Buff and Buff Manufacturing Company	Repairs to Transit. Bill June 3, 1909.....	31 15
2862	Burroughs Adding Machine Company	Repairs to adding machine. Bill June 16, 1909.....	75
2863	Edward Carroll, Jr., Company	Printing brief. Bill June 30, 1909.....	22 82
2864	George Damon and Sons	Printing press supplies. Bills June 2 and 25, 1909.....	2 95
2865	A. B. Dick Company	Mimeograph supplies. Bill June 24, 1909.....	18 00
2866	Engineering Magazine	Coupons for magazine clippings. Bill June 10, 1909.....	30 00
2867	The Evening Post	Advertising notice of first sitting of Commissioners in re Canal Street route. Bill April 24, 1909 .....	34 40
2868	The Evening Post Job Printing Office	Printing. Bill June 16, 1909.....	13 30
2869	William S. Garrison	Removal of furniture. Bill June 26, 1909.....	10 00
2870	I. and M. Glick	Binding books. Bill June 30, 1909.....	24 75
2871	Great Bear Spring Company	Spring water. Bills May 31, and June 30 (3).....	71 10
2872	Hammacher, Schlemmer and Company	Hardware supplies. Bill February 11, 1909...	48

Voucher No.	In Favor of	Services or Material	Amount	Voucher No.	In Favor of	Services or Material	Amount
2873	E. Belcher Hyde.....	Atlases and maps. Bills June 21, 28 (2), and July 1, 1909.....	191 50	2930	John H. Myers, Division Engineer .....	Disbursements, Second Division. Month of June, 1909 .....	6 64
2874	Ideal Ventilator Company.....	Ventilator. Bill July 1, 1909.....	3 50	2931	Frederick C. Noble, Division Engineer .....	Disbursements, Fifth Division. Month of June, 1909 .....	11 12
2875	Kee Lox Manufacturing Company.....	Carbon paper. Bill June 16, 1909.....	28 00	2932	C. V. V. Powers, Division Engineer .....	Disbursements, Third and Fourth Divisions. Month of June, 1909.....	9 65
2876	Keuffel and Esser Company...	Engineering supplies. Bills June 3, 7, 10, 18, 21 (2), 25, July 2 and 3, 1909.....	45 03	2933	Charles B. Thomas, Inspector of Steel .....	Disbursements, Bureau of Subway Construction. Months of May and June, 1909.....	15 62
2877	Koller and Smith, Incorporated.	Transfer boxes. Bill May 10, 1909.....	13 00	2934	Warren R. Thompson, Electrical Engineer .....	Disbursements, Bureau of Transportation. Month of June, 1909.....	13 38
2878	Ferdinand Kuster .....	Bookbinding. Bill June 30, 1909.....	7 00	2935	D. L. Turner, Chief Inspector of Stations .....	Disbursements, Bureau of Transportation. Months of May and June, 1909.....	118 10
2879	L. W. Lawrence.....	Stationery supplies. Bill May 1, 1909.....	2 30	2936	R. Frank Walker, Cement Inspector .....	Disbursements, Bureau of Subway Construction. Months of May and June, 1909.....	15 97
2880	Law Reporting Company.....	Transcripts of stenographer's minutes. Bills May 26, June 1 (6), 16 and 17, 1909.....	481 82	2937	Adrian H. Joline and Douglas Robinson, Receivers Metropolitan Street Railway Company.....	Costs of Appeal taken by Commission from order of the Supreme Court. Taxed bill March 25, 1909.....	117 00
2881	J. J. Little and Ives Company..	Printing. Bill June 22, 1909.....	28 00	2938	Sumner Gerard .....	Services as Commissioner in re Canal Street route. Court taxed bill June 25, 1909.....	500 00
2882	C. J. Lundstrom Manufacturing Company .....	Filing cabinets. Bill June 10, 1909.....	41 85	2939	Thomas A. Janvier.....	Services as Commissioner in re Canal Street route. Court taxed bill June 25, 1909.....	500 00
2883	John Meehan and Company....	Furnishing and hanging awnings. Bill June 2, 1909.....	75 25	2940	James B. Kilburn.....	Services as Commissioner in re Canal Street route. Court taxed bill June 25, 1909.....	500 00
2884	Montross and Clarke Company.	Letter press. Bill June 8, 1909.....	17 00	2941	A. R. Cooper.....	Stenographic services rendered to Commissioners in re Canal Street route. Court taxed bill June 30, 1909.....	59 60
2885	John C. Moore Corporation....	Stationery supplies. Bill June 8, 1909.....	93 75	2942	Randolph Hurry .....	Services as Commissioner in re Manhattan Bridge route revised. Court taxed bill June 25, 1909.....	500 00
2886	Cornelius S. Morrell.....	Carpenter work. Bill May 25, 1909.....	18 57	2943	Richard W. Hollaman.....	Services as Commissioner in re Manhattan Bridge route revised. Court taxed bill June 25, 1909.....	500 00
2887	National Railway Publication Company.....	Subscription to Official Guide from August, 1908, to July, 1909, inclusive.....	8 00	2944	Edward Chase Crowley.....	Services as Commissioner in re Manhattan Bridge route revised. Court taxed bill June 25, 1909.....	500 00
2888	The New York Blue Print Paper Company .....	Cloth prints. Bills May 26 and June 12, 1909	8 58	2945	William G. Davies.....	Services as Commissioner in re River Avenue Elevated Road route. Court taxed bill June 25, 1909.....	500 00
2889	The New York Edison Company.....	Negatives and prints furnished and electric current supplied. Bills May 27 (3), June 15 and June 29, 1909.....	80 26	2946	Douglas Mathewson .....	Services as Commissioner in re River Avenue Elevated Road route. Court taxed bill June 25, 1909.....	500 00
2890	New York Stencil Works.....	Rubber stamps. Bill June 30, 1909.....	1 15	2947	Millard H. Ellison.....	Services as Commissioner in re River Avenue Elevated Road route. Court taxed bill June 25, 1909.....	500 00
2891	New York and New Jersey Telephone Company .....	Telephone service. Bills May 31, June 30, 1909.....	42 62	2948	Clarence Bonynge .....	Stenographic services rendered to Commissioners in re River Avenue Elevated Road route and Manhattan Bridge route revised. Court taxed bills dated July 26, 1909.....	244 56
2892	Patterson Brothers .....	Hardware supplies. Bills March 12 and April 30, 1909 .....	5 99				\$15,487 67
2893	Henry Pearl and Sons Company.....	Hardware supplies. Bills April 22 and June 7, 1909.....	13 70				
2894	Peet and Powers.....	Electric work. Bill June 14, 1909.....	26 07	2949	Theodore B. Gates.....	Services as Commissioner of Appraisal, Lands at Joralemon and Furman Streets, Brooklyn. Court taxed bill June 25, 1909.....	\$1,610 00
2895	J. W. Pratt Company.....	Stationery supplies. Bill May 29, 1909.....	9 25	2950	Louis L. Fawcett .....	Services as Commissioner of Appraisal, Lands at Joralemon and Furman Streets, Brooklyn. Court taxed bill June 25, 1909.....	1,530 00
2896	Rapid Safety Filter Company..	Rental of filter. Bill April 1, 1909.....	8 44	2951	David F. Manning.....	Services as Commissioner of Appraisal, Lands at Joralemon and Furman Streets, Brooklyn. Court taxed bill June 25, 1909.....	1,670 00
2897	Remington Typewriter Company.....	Typewriter rental and ribbons. Bills June 7 and 9, 1909.....	10 00	2952	The City of New York.....	Reimbursement of the fund for expenses of Commissioners of Appraisal in re Eleventh Avenue route, Fort George extension and Van Cortlandt extension. Court taxed bill July 14, 1909.....	1,422 86
2898	Rose Printing Company.....	Stationery supplies. Bill June 23, 1909.....	4 80				\$6,232 86
2899	G. E. Stechert and Company...	Publications. Bills May 18, June 17, 19, and July 8, 1909.....	326 27				
2900	Talens and Son.....	Drawing ink. Bill June 12, 1909.....	22 50				
2901	Tower Brothers Stationery Company.....	Stationery supplies. Bills June 10 and 17, 1909.....	51 65				
2902	Tower Manufacturing and Novelty Company.....	Stationery supplies. Bills May 27, June 10, 21 and 29, 1909.....	140 07				
2903	Abraham Underberg .....	Removal of furniture. Bill June 29, 1909.....	12 00				
2904	Underwood Typewriter Company.....	Typewriter rental. Bills April 30 and May 26, 1909.....	10 00				
2905	Union Towel Supply Company.	Towel service. Bills May 31 and June 30, 1909.....	111 72				
2906	United District Messenger Company.....	Messenger service. Bill July 1, 1909.....	18 95				
2907	United Electric Light and Power Company .....	Photographs of electric meters. Bill June 15, 1909.....	18 00				
2908	R. F. Ware.....	Paper tubes. Bill May 28, 1909.....	10 75				
2909	Edgar A. Werner.....	Legal publications. Bill July 1, 1909.....	7 60				
2910	West Publishing Company.....	Legal publications. Bill May 21, 1909.....	3 25				
2911	Western Union Telegraph Company.....	Telegraph service. Bill July 1, 1909.....	10 01				
2912	Weston Electrical Instrument Company.....	Electrical supplies and repairs. Bills May 28, and June 15, 1909.....	7 77				
2913	Charles G. Willoughby.....	Photograph supplies. Bills May 5, 25, and June 7, 1909.....	190 25				
2914	A. A. Weeks-Hoskins Company.	Furniture and stationery supplies. Bills April 12, 23 (2) and 30, 1909.....	188 49				
	Total.....		\$5,833 02				
	<i>Miscellaneous</i>						
2915	H. F. Bindseil.....	Rent of offices No. 88-90 Centre Street. Month's of June and July, 1909.....	\$120 00				
2916	Empire City Savings Bank.....	Rent of offices 231 West 125th Street. Month of July, 1909.....	50 00				
2917	Emma Fitch .....	Rent of premises 2630 Broadway. Quarter ending June 30, 1909.....	250 00				
2918	Kings County Jeffersonian Association.....	Rent of offices 4 Court Square, Brooklyn. Quarter ending June 30, 1909.....	264 00				
2919	The Tribune Association.....	Rental of offices 154 Nassau Street, also electric current supply. Rental months of June and July, 1909, and electric current bills June 2 and July 1, 1909.....	8,984 40				
2920	Edward M. Bassett, Commissioner.....	Disbursements, December, 1908, to June, 1909.....	222 95				
2921	George Hallett Clark, Division Engineer.....	Disbursements, First Division. Month of June, 1909.....	11 70				
2922	George F. Daggett, Chief Clerk.	Disbursements, Bureau of Accidents and Complaints. Month of June, 1909.....	91 98				
2923	Sverre Dahm, Chief Inspector of Designs .....	Disbursements, Bureau of Subway Construction. Month of June, 1909.....	7 90				
2924	Arthur DuBois, Assistant Counsel .....	Disbursements, Legal Department. Month of June, 1909 .....	38 80				
2925	M. J. Farrell, Secretary to Chief Engineer .....	Disbursements, Chief Engineers' Office, February to June, 1909.....	3 40				
2926	Louis D. Fouquet, Division Engineer.....	Disbursements, Sewer Department. Month of June, 1909 .....	4 43				
2927	H. A. D. Hollmann, Auditor...	Disbursements, General Office. Month of June, 1909 .....	21 40				
2928	H. A. D. Hollmann, Auditor...	Disbursements, Contingent Fund to July 13, 1909.....	230 79				
2929	Thomas D. Hoxsey, Secretary Bureau of Gas and Electricity .....	Disbursements, Bureau of Gas and Electricity. Month of June, 1909.....	74 28				
	Total.....						
	<i>Payrolls</i>						
2953	Bion J. Arnold.....	Services, etc., in connection with the valuation of street railway systems of New York City. June, 1909 .....	\$2,471 00				
2825	Bureau of Subway Construction	The following payroll was approved by Commissioner Bassett as Acting Chairman: Supplementary roll. Month ending June 30, 1909.....	\$28 00				
		The following payrolls were approved by Commissioner McC Carroll as Acting Chairman:					
2830	Inspectors of Masonry.....	Week ending July 14, 1909.....	\$1,139 42				
2831	Gas Meter Testers .....	Week ending July 14, 1909.....	90 00				
2834	Inspectors of Masonry.....	Week ending July 21, 1909.....	1,160 04				
2835	Gas Meter Testers .....	Week ending July 21, 1909.....	105 00				
2837	Inspectors of Masonry.....	Week ending July 28, 1909.....	1,186 30				
2838	Gas Meter Testers .....	Week ending July 28, 1909.....	108 00				
2839	General Office .....	Month ending July 31, 1909.....	5,449 75				
2840	Bureau of Statistics and Accounts.....	Month ending July 31, 1909.....	1,975 00				
2841	Legal Department .....	Month ending July 31, 1909.....	3,326 66				
2842	Bureau of Franchises .....	Month ending June 31, 1909.....	1,102 50				
2843	Bureau of Gas and Electricity.....	Month ending July 31, 1909.....	2,750 00				
2844	Bureau of Transportation .....	Month ending July 31, 1909.....	5,639 52				
2845	Appraisal Department .....	Month ending July 31, 1909.....	7,897 45				
2846	Chief Engineer and Staff .....	Month ending July 31, 1909.....	1,678 33				
2847	Bureau of Arbitration .....	Month ending July 31, 1909.....	5,460 82				
2848	Bureau of Subway Construction .....	Month ending July 31, 1909.....	25,997 68				
	Total.....						
2824	General Office .....	The following payrolls were approved by Chairman Willcox: Supplementary roll. Month ending June 30, 1909.....	\$11 00				
2826	Inspectors of Masonry.....	Week ending July 7, 1909.....	1,051 95				
2827	Gas Meter Testers .....	Week ending July 7, 1909.....	72 00				
	Total.....						
2849	Salaries of Commissioners, Counsel and Secretary .....	To the State Comptroller, approved by Chairman Willcox: Month ending July 31, 1909.....	\$7,583 33				
	Approved August 2, 1909.						
		J. A. COLEMAN, Auditor.					
	Ayes—Commissioners McC Carroll, Bassett, Eustis.						
	Nays—None.						
	Carried.						

(1214)

The adoption of the following resolution was moved and duly seconded:  
 RESOLVED: That the following action be taken in regard to employees:

	Salary	To Take Effect
<i>Appointments from Civil Service Lists:</i>		
Louis Sherman, Page.....	\$30 00	August 3, 1909
Leon B. Woolf, Bridge Draftsman.....	125 00	August 2, 1909
John C. Griffin, Stenographer.....	125 00	August 2, 1909
Charles T. Bryan, Stenographer.....	80 00	August 2, 1909
<i>Temporary Appointments from Civil Service List:</i>		
Etta Schapp, Stenographer.....	\$75 00	August 3, 1909
Olga Hacker, Stenographer.....	75 00	July 29, 1909
Ethel M. Waugh, Stenographer.....	75 00	July 23, 1909
Ruth V. Thompson, Stenographer.....	75 00	August 2, 1909
<i>Appointments Under Rule VIII, Subdivision 9:</i>		
John A. Ely, Structural Draftsman.....	\$125 00	July 23, 1909
John R. Spelman, Structural Draftsman.....	150 00	July 22, 1909
<i>Appointments Under Rule VIII, Subdivision 4:</i>		
Harold Lipsky, Delineator.....	\$50 00	July 28, 1909
Benjamin Gross, Delineator.....	50 00	July 28, 1909
Nathaniel A. Thayer, Structural Draftsman.....	125 00	August 2, 1909
Sigmund Landsman, Structural Draftsman.....	125 00	August 2, 1909
Fred W. Ely, Structural Draftsman.....	101 00	August 2, 1909
<i>Transfers from Office of State Engineer and Surveyor:</i>		
Emil Bie, Bridge Designer.....	\$150 00	August 2, 1909
Frank W. Blair, Engineering Draftsman.....	100 00	August 23, 1909
<i>Transfer from State Department of Highways:</i>		
Edward F. Netterfield, Axeman.....	\$60 00	August 3, 1909
<i>Promotions:</i>		
Julius Glaser, Assistant Engineer.....	From \$1,950 00 to \$2,100 00	August 1, 1909
Lee H. Cummings, Topographical Draftsman.....	From 1,800 00 to 1,950 00	August 1, 1909
M. Griest, Structural Draftsman.....	From 1,650 00 to 1,800 00	August 1, 1909
E. Holtsmark, Structural Draftsman.....	From 1,650 00 to 1,800 00	August 1, 1909
Chas. Stikeman, Jr., Structural Draftsman.....	From 1,650 00 to 1,800 00	August 1, 1909
R. C. Frandsen, Structural Draftsman.....	From 1,650 00 to 1,800 00	August 1, 1909
A. E. Hill, Structural Draftsman.....	From 1,650 00 to 1,800 00	August 1, 1909
R. Weleker, Structural Draftsman.....	From 1,650 00 to 1,800 00	August 1, 1909
Geo. D. Case, Structural Draftsman.....	From 1,350 00 to 1,500 00	August 1, 1909
I. Jacobs, Rodman.....	From 960 00 to 1,200 00	August 1, 1909
A. Boehm, Tracer.....	From 600 00 to 720 00	August 1, 1909
A. Waltzer, Tracer.....	From 480 00 to 600 00	August 1, 1909
<i>Sick Leave With Pay:</i>		
Louis Roth, Junior Statistician.....	July 7-August 7, 1909	7, 1909
Avery M. Schermerhorn, Transit Inspector.....	July 1-August 1, 1909	1, 1909
<i>Declination of Appointment:</i>		
Rosece H. Sammons, Civil Engineering Draftsman.....	July 13, 1909	
Elias Cahn, Structural Draftsman.....	August 2, 1909	
<i>Declination of Reinstatement:</i>		
John McGregor, Structural Draftsman.....	August 1, 1909	
<i>Leave of Absence (Change in Date):</i>		
Harry C. Hutchins.....	From August 4 to September 4 to September 19 to October 9	
Rudolph Welcker.....	Expiration to date July 6 instead of August 1	
<i>Leave of Absence Without Pay:</i>		
Thomas A. M. Kane, Proofreader.....	July 16 to August 16	
Robert H. Jacobs, Assistant Engineer.....	August 16 to September 16	
Andrew G. Underwood, Structural Draftsman.....	August 1 to October 1	
Charles Thuringer, Track Appraiser.....	July 30 to August 31	
Dorothy M. Quilly, Stenographer.....	August 1 to August 15	
Alice R. Betts, Stenographer.....	August 30 to September 12	
<i>Resignations:</i>		
Harry E. Morrell, Delineator.....	July 31, 1909	
Harold B. Catlin, Topographical Draftsman.....	July 31, 1909	
John N. Doberstein, Page.....	August 1, 1909	
Joseph Wechsler, Delineator.....	July 26, 1909	
S. H. S. Serena, Transit Inspector.....	July 31, 1909	
George Abrayts, Assistant Engineer.....	July 31, 1909	
John R. Spelman, Structural Draftsman.....	July 31, 1909	
<i>Termination of Period of Temporary Employment:</i>		
Louis Lubin, Assistant Statistician.....	December 13, 1908	
<i>Dismissal, Failure to Report for Duty:</i>		
Alfred Humble, Architectural Draftsman.....	August 1, 1909	
<i>Extension of Term of Temporary Employment:</i>		
Edward F. McKee, Gas Meter Tester.....	August 8 to September 8, 1909	
John Armstrong, Gas Meter Tester.....	August 16 to September 16, 1909	
<i>Death:</i>		
William W. Lyon, Jr., Electrical Engineer.....	July 31, 1909	

Ayes—Commissioners McCarroll, Bassett, Eustis.  
 Nays—None.  
 Carried.

## HEARINGS

Case 1131

**LONG ISLAND RAILROAD COMPANY—SAFETY PRECAUTIONS AT DIVISION AVENUE CROSSING**  
 A hearing was held at 2:30 P. M., Commissioner Bassett presiding, upon the complaint of George Cook against the Long Island Railroad Company as to inadequate precautions at the crossing at Division Avenue, Richmond Hill. Appearances: Arthur DuBois, for the Commission; C. L. Addison for the Company; George Cook, complainant, in person. George Cook and Henry D. Sayer testified as to irregularity in the operation of the warning bell at the crossing of Division Avenue, or St. Anne's Avenue, and the company's tracks, in Richmond Hill, the topography of the section, and the traffic and movement of trains at that point. Avery M. Schermerhorn, a transit inspector for the Commission, testified as to an inspection of the crossing and the operation of the signal bell mentioned. Andrew Cimino, an employee of the company, testified as to observations of pedestrian and vehicular traffic at the crossing and the operation of the signal bell, and Leonard H. Barto, also an employee of the company, testified as to inspections of the signal bell system at the crossing, the operation of the bell, and the movement of trains over the crossing. Adjourned to August 12, 1909, at 2:30 P. M. [See Item No. 1105.]

TRAVIS H. WHITNEY, SECRETARY.

## BOROUGH OF BROOKLYN.

## MINUTES OF A DULY ADVERTISED MEETING OF THE LOCAL BOARD OF THE BAY RIDGE DISTRICT.

Monday, July 15, 1907, 2:30 p. m.

The roll was called and the following members answered to their names:  
 Hon. Desmond Dunne, Commissioner of Public Works, presiding; Aldermen Linde and Potter.

The Secretary presented resolutions initiating the following improvements:

No. 841.

A resolution to alter the map or plan of The City of New York by striking therefrom Jonson's lane, from East Twelfth street and Avenue S to East Fifteenth street, was adopted by unanimous vote.

No. 842.

A resolution to alter the map or plan of The City of New York by striking therefrom Kouwenhoven lane, from Twelfth avenue to Fifty-fifth street, was, on vote, laid over until the fall.

No. 843.

A resolution to alter the map or plan of The City of New York by changing the grade on Seventy-fourth street, between Thirteenth and Fourteenth avenues, was adopted by unanimous vote.

No. 844.

A resolution to alter the map or plan of The City of New York by changing the grade on Seventy-third street, between Thirteenth and Fourteenth avenues, was adopted by unanimous vote.

No. 845.

A resolution to alter the map or plan of The City of New York by changing the grade on Fifty-first street, between Eighth and Ninth avenues, was adopted by unanimous vote.

No. 846.

A resolution to open Forty-eighth street, from a point about 115 feet west of Seventeenth avenue to West street, except the land occupied by the tracks of the Long Island Railroad, was, on vote, unanimously adopted.

No. 738.

A resolution to open Ovington avenue, from Stewart avenue to Seventh avenue, was unanimously adopted.

No. 738.

A resolution to regulate, grade, set curb on concrete, lay cement sidewalks and pave with asphalt on concrete foundation, Ovington avenue, between Stewart and Seventh avenues, was unanimously adopted.

No. 277.

A resolution to alter the map or plan of The City of New York by locating and laying out Gravesend Neck road, for a width of 60 feet, from Van Sicklen street to West street, was unanimously adopted.

No. 848.

A resolution to open Second avenue, from Twenty-eighth street to Thirty-ninth street, was unanimously adopted.

A resolution to open Thirty-sixth street, from Third avenue to the bulkhead line, was unanimously adopted.

No. 482.

A resolution to regulate, grade, set or reset curb on concrete, lay cement sidewalks and pave with granite block on concrete foundation Fifty-second street, from Second avenue to high water line, was amended to read:

A resolution to regulate, grade, set or reset curb on concrete and pave with granite block on concrete foundation Fifty-second street, from Second avenue to high water line, and, as amended, was unanimously adopted.

No. 536.

A resolution to open Fifty-ninth street, from Kouwenhoven lane to West street, excepting the land occupied by the tracks of the Long Island Railroad, was unanimously adopted.

No. 784.

A resolution to lay crosswalks at all four intersections of Sixteenth avenue and Forty-fifth street, was unanimously adopted.

No. 785.

A resolution to regulate, grade, set curb on concrete and lay cement sidewalks, where not already laid, on Forty-ninth street, between New Utrecht avenue and West street, was unanimously adopted.

A resolution to pave Forty-ninth street, with asphalt on concrete foundation, between New Utrecht avenue and West street, was unanimously adopted.

No. 469.

A resolution to amend resolution of October 31, 1906, initiating proceedings to open Eighty-second street, between the Shore road and Fourth avenue, by excluding from the provisions thereof that portion of the street lying between First and Third avenues, was unanimously adopted.

No. 786.

A resolution to regulate, grade, set cement curb and lay cement sidewalks on Eighty-second street, between First and Third avenues, was laid over until Wednesday, July 17, 1907.

No. 500.

A resolution to open Eighty-first street, between Fourteenth and Stillwell avenues, was unanimously adopted.

A resolution to open Stillwell avenue, from Twenty-second avenue to Avenue V, was unanimously adopted.

No. 765.

A resolution to open Avenue N, from Gravesend avenue to Flatlands avenue, except the land occupied by the tracks of the Long Island Railroad and of the Brooklyn and Brighton Beach Railroad, was unanimously adopted.

No. 310.

A resolution to rescind resolution of June 7, 1905, initiating proceedings to open Avenue Y, from East Sixteenth street to Gravesend avenue, excepting the property of the Brooklyn and Brighton Beach Railroad, was unanimously adopted.

A resolution to rescind resolution of June 7, 1905, initiating proceedings to open Gravesend avenue, from Avenue Y to Eighty-sixth street, excluding the property of the railroad company, was unanimously adopted.

No. 310.

A resolution to amend resolution of June 7, 1905, initiating proceedings to construct a sewer in East Sixteenth street, from Avenue Y to Avenue Z, with an outlet sewer in Avenue Y, from East Sixteenth street to the easterly side of Stryker Basin, thence by eighteen-inch cast iron force main in Avenue Y, from Stryker Basin to Gravesend avenue; in Gravesend avenue, from Avenue Y to Eighty-sixth street; in Eighty-sixth street, from Gravesend avenue to Avenue V; thence by gravity sewer in Avenue V, from Eighty-sixth street to West Thirteenth street, by striking therefrom the words "Gravesend avenue, from Avenue Y to Eighty-sixth street," and substituting therefor the words "Shell road, from Avenue Y to Eighty-sixth street," which was amended to read as follows:

A resolution to amend the resolution of June 7, 1905, initiating proceedings to construct a sewer in East Sixteenth street, from Avenue Y to Avenue Z, with an outlet sewer in Avenue Y, from East Sixteenth street to the easterly side of Stryker Basin; thence by 18-inch cast iron force main in Avenue Y, from Stryker Basin to Shell road; in Shell road from Avenue Y to Eighty-sixth street; in Eighty-sixth street from Shell road to Avenue V; thence by gravity sewer in Avenue V, from Eighty-sixth street to West Thirteenth street, and as amended was unanimously adopted.

No. 447 (1903).

A resolution to rescind resolution on June 6, 1906, initiating proceedings to construct a sewer in Fifty-seventh street, between Fort Hamilton and Twelfth avenues, with an outlet sewer in Eleventh avenue, between Fifty-seventh and Fifty-eighth streets, was unanimously adopted.

A resolution to construct a sewer in Fifty-seventh street, between Fort Hamilton and Twelfth avenues, was unanimously adopted.

A resolution to construct a sewer in Eleventh avenue, between Fifty-seventh and Fifty-eighth streets, was unanimously adopted.

No. 788.

A resolution to construct a sewer in Fifty-fifth street, between Fifteenth and Seventeenth avenues, was unanimously adopted.

## No. 789.

A resolution to construct a sewer in Sixty-eighth street, between Third and Fourth avenues, was unanimously adopted.

## No. 37 (1904).

A resolution to open Seventieth street, from Seventh avenue to Eleventh avenue, was unanimously denied, on motion of Commissioner Dunne.

## No. 849.

A resolution to construct sewers in Seventy-fifth street, both sides, between Tenth and Eleventh avenues, was unanimously adopted.

## No. 850.

A resolution to construct a sewer in Stillwell avenue, between Neptune and Canal avenues, was unanimously adopted.

## No. 851.

A resolution to construct a sewer in Eighty-first street, between Fourth and Fifth avenues, was unanimously adopted.

A resolution to regulate, grade, set curb on concrete and lay cement sidewalks on Eighty-first street, between Fourth and Fifth avenues, was unanimously adopted.

A resolution to pave Eighty-first street with asphalt on concrete foundation, between Fourth and Fifth avenues, was unanimously adopted.

## No. 852.

A resolution to construct a sewer in Eighty-ninth street, between First and Second avenues, was unanimously adopted.

A resolution to open Eighty-ninth street, from the Shore road to Third avenue, was unanimously adopted.

## No. 853.

A resolution to construct a sewer in Second avenue, between Eighty-eighth and Ninety-second streets, was unanimously adopted.

## No. 854.

A resolution to construct a sewer in Thirteenth avenue, between Seventy-third and Seventy-ninth streets, and an outlet sewer in Seventy-eighth street, between Thirteenth and Fourteenth avenues, was unanimously adopted.

## No. 855.

A resolution to construct a sewer in Thirteenth avenue, between Forty-first and Forty-second streets, was unanimously adopted.

## No. 856.

A resolution to construct a sewer in Sixteenth avenue, between Sixty-sixth and Seventy-third streets, was unanimously adopted.

## No. 857.

A resolution to open West Nineteenth street, from Canal avenue to the Atlantic Ocean, excepting the land occupied by the tracks of the New York and Coney Island Railroad; which was amended to read: to open West Nineteenth street from Canal to Surf avenue, excepting the land occupied by the tracks of the New York and Coney Island Railroad Company.

## No. 858.

A resolution to open West Second street, from Canal avenue to Sheepshead Bay road, was unanimously adopted.

## No. 859.

A resolution to construct a sewer basin at the southwest corner of Forty-eighth street and Second avenue, was unanimously adopted.

## No. 669.

A resolution to amend resolution of October 31, 1906, initiating proceedings to construct a sewer basin at the northwest corner of Fifty-ninth street and Sixth avenue, by having same read "at the northerly corner of Fifty-ninth street and Sixth avenue," was unanimously adopted.

## No. 860.

A resolution to construct sewer basins on Third avenue at the northeast corner of Thirty-first street and at the southeast corner of Twenty-ninth street, was unanimously adopted.

## No. 861.

A resolution to regulate, grade, set curb on concrete and lay cement sidewalks on Sixty-seventh street, between Fifth and Seventh avenues, was amended to read as follows:

A resolution to regulate, grade, set curb on concrete and lay cement sidewalks where not already done, on Sixty-seventh street, between Fifth and Seventh avenues, and as so amended was unanimously adopted.

## No. 862.

A resolution 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, was unanimously adopted.

## No. 863.

A resolution to pave Forty-first street with asphalt on concrete foundation, between Sixth and Seventh avenues, and with wood block between Seventh and New Utrecht avenues, which, on motion of Alderman Linde, was amended to read as follows: To pave Forty-first street with asphalt block on concrete foundation, between Sixth and New Utrecht avenues; and as so amended, was unanimously adopted.

## No. 864.

A resolution to regulate, grade, set curb on concrete and lay cement sidewalks on Forty-second street, between Thirteenth and Fourteenth avenues, was unanimously adopted.

A resolution to pave Forty-second street with asphalt on concrete foundation, between Thirteenth and Fourteenth avenues, was unanimously adopted.

## No. 974.

A resolution to regulate, grade, set curb on concrete and lay cement sidewalks where not already done, on Eighth avenue, between Forty-ninth and Bay Ridge avenue, was unanimously adopted.

## No. 866.

A resolution to regulate and grade Fifty-sixth street, from the old city line to Fort Hamilton avenue, and to set or reset curb on concrete and lay cement sidewalks between Seventh and Fort Hamilton avenues, was unanimously adopted.

## No. 867.

A resolution to regulate and grade Sixty-first street, between Seventh and Eighth avenues, was unanimously adopted.

## No. 868.

A resolution to regulate, grade, set curb on concrete and lay cement sidewalks on Sixty-eighth street, between Third and Fourth avenues, was unanimously adopted.

A resolution to pave Sixty-eighth street with asphalt block on concrete foundation, between Third and Fourth avenues, was unanimously adopted.

On reconsideration, the matter of paving Sixty-eighth street, between Third and Fourth avenues, with asphalt blocks on concrete foundation, was unanimously denied on motion of Alderman Linde.

## No. 869.

A resolution to regulate, grade, set curb on concrete and lay cement sidewalks on Seventieth street, between Fifteenth and New Utrecht avenues, was unanimously adopted.

## No. 870.

A resolution to regulate, grade and set curb on concrete on Seventy-sixth street, between Fourth and Fifth avenues, was unanimously adopted.

## No. 419.

A resolution to construct a sewer in Eighty-fourth street, between Nineteenth and Twentieth avenues, and a sewer basin at the southerly corner of Eighteenth avenue and Eighty-fourth street, was unanimously adopted.

## No. 871.

A resolution to rescind proceedings initiated to pave Eighty-fourth street with asphalt and granite block pavement, between Second and Third avenues, was unanimously denied.

## No. 872.

A resolution to amend resolution of April 5, 1905, initiating proceedings to regulate and grade Eighty-sixth street, from Fifth avenue to Thirteenth avenue, so as to provide for such work between court yard lines only, was unanimously denied.

## No. 654.

A resolution to amend resolution of July 2, 1906, initiating proceedings to lay cement sidewalks on both sides of Ninety-second street, between Third and Seventh avenues, by including in the provisions thereof the setting of cement curb, was unanimously adopted.

## No. 778.

A resolution to set curb on concrete and pave with granite block on concrete foundation, Fifth avenue, between Sixtieth and Sixty-fifth streets, was unanimously adopted.

## No. 873.

A resolution to regulate, grade, set curb on concrete and lay cement sidewalks on Fourteenth avenue, between Sixty-fifth street and Bay Ridge avenue, was unanimously adopted.

## No. 874.

A resolution to pave Fourteenth avenue with asphalt on concrete foundation, between Sixty-fifth street and Bay Ridge avenue, was unanimously adopted.

## No. 545.

A resolution to regulate, grade, set curb on concrete, lay bluestone sidewalks and pave with asphalt on concrete foundation, Twentieth avenue, between Bath and Cropsey avenues, was unanimously adopted.

A resolution to construct sewer basins at the northeast, southeast and northwest corners of Twentieth and Benson avenues, was unanimously adopted.

## No. 876.

A resolution to regulate, grade, set curb on concrete, lay brick gutters and cement sidewalks and pave with macadam or asphalt on concrete foundation Twenty-third avenue, between Eighty-sixth street and Cropsey avenue, was, on motion of Alderman Linde, postponed until the grade changes proposed by the Sewer Bureau have been instituted.

## No. 877.

A resolution to regulate, grade, set curb on concrete and lay cement sidewalks on Bay Eighth street, between Benson and Cropsey avenues, the grading to be between court yard lines, which was amended to read as follows:

A resolution to regulate, grade, set curb on concrete and lay cement sidewalks on Bay Eighth street, between Benson and Cropsey avenues, the grading to be between established court yard lines, and as so amended was unanimously adopted.

A resolution to pave Bay Eighth street with asphalt on concrete foundation, between Benson and Cropsey avenues, was unanimously adopted.

## No. 878.

A resolution to regulate and grade Bay Tenth street, from Eighty-sixth street to Cropsey avenue, and to set curb on concrete and lay cement sidewalks between Benson and Cropsey avenues, was unanimously denied, on motion of Alderman Linde.

A resolution to construct a sewer in Bay Tenth street, between Eighty-sixth street and Benson avenue, was unanimously adopted.

## No. 879.

A resolution to regulate, grade, set curb on concrete and lay cement sidewalks on Bay Ridge avenue, between Third and Thirteenth avenues, which was amended to read as follows: To regulate, grade, set curb on concrete and lay cement sidewalks, where not already done, on Bay Ridge avenue, between Third and Thirteenth avenues, was unanimously adopted.

A resolution to pave Bay Ridge avenue with asphalt on concrete foundation, between Third and Thirteenth avenues, was unanimously adopted.

A resolution to construct a sewer in Bay Ridge avenue, between Tenth and Twelfth avenues, was unanimously adopted.

## No. 880.

A resolution to regulate, grade, set curb on concrete and lay cement sidewalks on Senator street, between Second and Fifth avenues, which was amended to read as follows: To regulate, grade, set curb on concrete and lay cement sidewalks, where not already done, on Senator street, between Second and Fifth avenues; and, as so amended, was unanimously adopted.

A resolution to pave Senator street with asphalt on concrete foundation, between Second and Fifth avenues, which was amended to read as follows: To pave Senator street with asphalt on concrete foundation, where not already done, between Second and Fifth avenues, was unanimously adopted.

## No. 881.

A resolution to pave Coney Island avenue with asphalt on concrete foundation, between Avenue G and Neptune avenue, was unanimously adopted.

On motion, the meeting adjourned.

CHARLES FREDERICK ADAMS, Borough Secretary.

## MINUTES OF DULY ADVERTISED MEETING OF THE FLATBUSH DISTRICT LOCAL BOARD.

December 4, 1907, at 2.30 p. m.

Present—Hon. Desmond Dunne, Commissioner of Public Works, presiding, and Aldermen Wentz, Ellery and Hann.

The Secretary presented the following resolutions initiating improvements:

## No. 2 (New Lots.)

To alter the map or plan of The City of New York by extending Flatbush avenue in a direct line from its present southerly terminus to the southerly side of Barren Island, to be 100 feet wide. This resolution was deferred for consideration to December 12, 1907.

By extending Flatbush avenue in a direct line from its present southerly terminus across Barren Island and the Rockaway Inlet to Rockaway Beach, to be 100 feet wide; or

By extending Flatbush avenue in a direct line from its present southerly terminus to a point just north or south of Indian or Deep Creek; thence deflecting westerly or to the right to the southerly shore of Barren Island, about 600 feet westerly of a straight prolongation, striking between Lots Nos. 3 and 4, of map of lands of Henry D. Lott and others, known as Barren Island, Western Division, filed in the Register's office in March, 1888, and known as No. 1041.

The above resolutions were also deferred to December 12, 1907.

## No. 523.

A resolution to alter the map or plan of The City of New York by changing the grade of Sterling street, between Rogers and Nostrand avenues, was denied on motion of Alderman Hann.

## No. 756.

A resolution to alter the map or plan of The City of New York by changing the grade of East Second street, between Greenwood avenue and Vanderbilt street, was denied on motion of Alderman Hann.

## No. 654.

A resolution to alter the map or plan of The City of New York by locating and laying out as a public park the property within the territory bounded by Howard, Saratoga and St. Marks avenues and Park place, was denied on motion of Alderman Hann.

## No. 760.

A resolution to alter the map or plan of The City of New York by striking therefrom East Twenty-fourth street, between Newkirk and Foster avenues, was denied on motion of Alderman Ellery.

## No. 660.

A resolution to alter the map or plan of The City of New York by striking therefrom Canarsie road, from Avenue D to East Ninety-second street, was denied on motion of Alderman Hann.

## No. 761.

A resolution was unanimously adopted to alter the map or plan of The City of New York by locating and laying out Hampton place, between Sterling and St. Johns place, for a width of 50 feet.

## No. 762.

A resolution was unanimously adopted to alter the map or plan of The City of New York by locating and laying out Maple street, from Troy avenue to Remsen avenue, for a width of 60 feet.

## No. 763.

A resolution was unanimously adopted to alter the map or plan of The City of New York by locating and laying out Duryea place, between Flatbush avenue and East Twenty-second street, for a width of 50 feet.

## No. 230.

A resolution was unanimously adopted to open East Twenty-eighth street, from Albemarle road (formerly Butler street), to Newkirk avenue, and from Foster avenue (formerly Avenue E) to Farragut road, and to open East Twenty-ninth street, from Albemarle road to Clarendon road, and from Avenue D to Newkirk avenue.

## No. 529.

A resolution was unanimously adopted to open Church avenue, from Stratford road to Ocean parkway.

To construct, sewers in Church avenue, south side, between Ocean parkway and East Eighth street, and in the north side, between East Seventh and East Eighth streets, which was unanimously adopted.

To regulate, grade, set curb on concrete, pave with asphalt on concrete foundation and lay cement sidewalks where not already laid, on Church avenue, between Stratford road (East Eleventh street) and Ocean parkway, which was unanimously adopted.

## No. 764.

A resolution was unanimously adopted to open Foster avenue, from Ralph avenue to the bulkhead line of Fresh Creek, excepting the land occupied by the tracks of the Brooklyn and Rockaway Beach Railroad.

## No. 560.

A resolution was unanimously adopted to open Marlborough road, from Ditmas avenue to Foster avenue.

## No. 765.

A resolution to open Avenue N, from Flatbush avenue to Ralph avenue, was denied on motion of Alderman Hann.

## No. 666.

A resolution was unanimously adopted to open East Thirty-third street, from Flatbush avenue to Avenue J.

## No. 766.

A resolution was unanimously adopted to open East Ninety-second street, from Avenue D to Manhattan Beach Railroad.

To open East Ninety-second street, from East New York avenue to Manhattan Beach Railroad, and from Avenue D to Seaview avenue, denied on motion of Alderman Hann.

## No. 767.

A resolution was unanimously adopted to open Thirty-sixth street, from Fort Hamilton avenue to West street.

To regulate and grade between courtyard lines, set bluestone, medina or cement curb, and lay cement sidewalks where not already done on Twelfth avenue, between Thirty-sixth and Thirty-ninth street, which was amended to read: To regulate and grade between courtyard lines, set cement curb, and lay cement sidewalks, where not already done, on Twelfth avenue, between Thirty-sixth and Thirty-ninth street, and as so amended was adopted unanimously.

A resolution was unanimously adopted to construct a sewer in Twelfth avenue, between Thirty-sixth and Thirty-eighth streets, and an outlet sewer in Thirty-sixth street, between Twelfth and Fourteenth avenues.

A resolution was unanimously adopted to pave Twelfth avenue with asphalt on concrete foundation, between Thirty-sixth street and Thirty-ninth street.

## No. 768.

A resolution was denied on motion of Alderman Hann, to open East Twenty-first street, from Caton avenue to Albemarle road.

## No. 769.

A resolution was unanimously adopted to alter the map or plan of The City of New York by locating and laying out an extension of Prospect street, from its present termination at Beverley road, in a direct line to Canarsie lane from a width of 50 feet, by striking therefrom East Twenty-sixth street, between Beverley road and Canarsie lane, by striking therefrom East Twenty-fifth street, between Beverley road and Canarsie lane, and by locating and laying out an extension of Lott street, from its present termination at Beverley road in a direct line to Canarsie lane for a width of 50 feet.

## No. 681.

A resolution was unanimously adopted to amend resolution of July 10, 1907, initiating proceedings to open East Twenty-sixth street, from Beverley road to Flatbush avenue, to read: "Between Canarsie lane and Flatbush avenue."

## No. 435.

A resolution was unanimously adopted to construct a sewer in Hawthorne street, between Rogers and Nostrand avenue.

## No. 592.

A resolution was unanimously denied on motion of Alderman Hann, to amend the resolution of January 30, 1907, initiating proceedings to open East Thirty-seventh street, from Paerdegat avenue to Flatlands avenue, excepting the land occupied by the tracks of the Long Island Railroad, by excluding from the provisions thereof the portions of East Thirty-seventh street, lying between Avenue G and the southerly boundary line of the property of the Long Island Railroad, and between Avenue I and Flatbush avenue.

## No. 720.

A resolution was denied on motion of Alderman Ellery, to open Dorchester road, from Coney Island avenue to East Seventeenth street, excepting the land occupied by the tracks of the Brooklyn and Bath Beach Railroad.

## No. 226.

A resolution was unanimously adopted to open Rutland road, from Nostrand avenue to Canarsie avenue, and from Remsen avenue to East Ninety-eighth street.

A resolution was denied on motion of Alderman Hann, to open East Forty-eighth street, from East New York avenue to Winthrop street, and from Clarkson street to Flatbush avenue, excepting the land occupied by the tracks of the Long Island Railroad.

A resolution was denied on motion of Commissioner Dunne to rescind resolution of January 30, 1907, initiating proceedings to open East Forty-eighth street, between Flatlands and Flatbush avenue.

A resolution was unanimously adopted to open East Ninety-first street, from East New York avenue to Avenue D, excepting the land occupied by the tracks of the Long Island Railroad.

A resolution was unanimously adopted to open East Ninety-sixth street, from East New York avenue to Denton avenue, excepting the land occupied by the tracks of the Long Island Railroad and by the Brooklyn and Rockaway Beach Railroad.

## No. 560.

A resolution was unanimously adopted to amend resolution of November 1, 1908, initiating proceedings to open East Thirteenth street, between Avenue C and Foster avenue, by excluding from the provisions thereof the portions of East Thirteenth street lying between Cortelyou road and Ditmas avenue.

To amend resolution of November 1, 1906, initiating proceedings to open East Fifteenth street (Marlborough road), between Beverley road and Foster avenue, by excluding from the provisions thereof the portions of said East Fifteenth street (Marlborough road), lying between Beverley road and Ditmas avenue, which was unanimously adopted.

## No. 671.

A resolution was unanimously adopted to construct a sewer in East Thirty-ninth street, between Farragut road and Hubbard place, and outlet sewers in Avenue J, from East Thirty-ninth street, southeasterly, to and across the property and right of way of the Long Island Railroad to a point in East Fortieth street about 100 feet south of Avenue H, and in Hubbard place, between East Thirty-ninth street and East Fortieth street.

## No. 770.

A resolution was unanimously adopted to construct a sewer basin on Hopkinson avenue, at the north east corner of Riverdale avenue and at the northeast corner of Livonia avenue, and at the southwest corner of Chester street and Dumont avenue.

## No. 547.

A resolution was unanimously adopted, to open East Third street, from Fort Hamilton avenue to Avenue D.

## No. 721.

On motion of Alderman Hann a resolution was denied to construct a sewer in Dorchester road between Coney Island avenue, and East Eleventh street.

## No. 771.

A resolution was unanimously adopted to construct a sewer basin at the northeast corner of Hancock street and Stuyvesant avenue.

## No. 772.

A resolution was unanimously adopted, to construct a sewer basin at the northeast corner of Newkirk avenue and East Twenty-third street.

## No. 773.

A resolution was unanimously adopted to construct a sewer in Caton avenue, between East Fourth and East Fifth street.

## No. 774.

A resolution was unanimously adopted to open Maple street from Nostrand avenue to Troy avenue.

A resolution was unanimously adopted to construct a sewer in Maple street, between Nostrand and New York avenues, with an outlet sewer in Maple street, between New York and Brooklyn avenues.

## No. 162.

A motion was denied on motion of Alderman Hann, to construct a sewer in Rutland road, between Rogers and Nostrand avenues, and sewer basins at the north east and south east corners of Rutland road and Rogers avenue.

## No. 557.

A resolution was unanimously adopted, to regulate, grade, set curb on concrete and lay cement sidewalks on Prospect place, between Buffalo and Ralph avenues.

## No. 683.

A resolution was unanimously adopted, to open Linden avenue from Remsen avenue to East Ninety-eighth street.

## No. 212.

To open Fenimore street, from Rogers avenue to Kingston avenue and from Albany avenue to Troy avenue, which was amended to read: To open Fenimore street from Rogers avenue to Kingston avenue, and from Albany avenue to Troy avenue, omitting the block between Nostrand and Rogers avenue, and as so amended was adopted.

## No. 72.

A resolution was unanimously adopted to construct a sewer in East Fortieth street, between Canarsie lane and Avenue D, with an outlet sewer in Avenue D, between East Fortieth street and Ralph avenue.

## No. 452 (1903).

A resolution was unanimously adopted, to construct a sewer in Prospect place, between Hopkinson avenue and Eastern parkway.

## No. 775.

A resolution was unanimously adopted to construct a sewer basin at the northwest and southwest corners of DeKoven court and the Brighton Beach Railroad.

## No. 776.

To open Avenue N, from the junction of East Sixty-fourth street and Coney Island avenue to the Paerdegat Basin, which was amended to read: To open Avenue N, from the junction of East Sixty-fourth street and Coney Island avenue to Paerdegat Basin, and as amended was unanimously adopted.

To regulate, grade, set bluestone, medina or cement curb, and lay cement sidewalks where not already done on Avenue N, between Flatbush avenue and East Fifty-third street, and between a point about 100 feet east of East Fifty-fourth street and East Sixty-sixth street, which was amended to read: To regulate, grade, set cement curb and lay cement sidewalks where not already done on Avenue N, between Flatbush avenue and East Fifty-third street, and between a point about 100 feet east of East Fifty-fourth street and East Sixty-sixth street, and as so amended was adopted.

## No. 540.

A resolution was unanimously adopted, to construct a sewer in East Eighth street, between Johnson street and Church avenue, and an outlet sewer in Church avenue, north side, between East Eighth street and Coney Island avenue.

A resolution was unanimously adopted, to construct a sewer in East Eighth street, between Johnson street and Caton place, and an outlet sewer in Johnson street, between East Seventh and East Eighth streets.

## No. 777.

A resolution was unanimously adopted to construct a sewer in Carroll street, between Kingston and Albany avenues, with an outlet sewer in Kingston avenue, between Carroll street and East New York avenue.

A resolution was unanimously adopted to open Kingston avenue from Eastern parkway to Malbone street.

## No. 778.

A resolution was unanimously adopted to construct a sewer in Avenue C, between East Fourth and East Fifth streets.

## No. 993 (Bay Ridge).

To construct a sewer in Thirty-eighth street, between Fourteenth avenue and West street, which was unanimously adopted.

To regulate and grade, between courtyard lines, set bluestone, medina or cement curb and lay cement sidewalks on Thirty-eighth street, between Tenth avenue and West street, which was amended to read: To regulate and grade between courtyard lines, set cement curb and lay cement sidewalks on Thirty-eighth street, from Tenth avenue to West street, and as so amended was adopted.

A resolution was unanimously adopted to pave Thirty-eighth street with asphalt on concrete foundation, between Tenth avenue and West street.

No. 779.

A resolution was unanimously adopted to construct a sewer in East Forty-eighth street, between Avenues M and N, and an outlet sewer in East Forty-eighth street between avenue M and Flatlands avenue.

No. 780.

A resolution was unanimously adopted to reconstruct the invert of the storm water sewer in Foster avenue, between East Twenty-sixth street and Rogers avenue, and to reconstruct the invert of the outlet sewer in Foster avenue between Rogers and Nostrand avenues.

No. 781.

A resolution was unanimously adopted to construct sewers in Buffalo avenue westerly side, between Eastern parkway and President street, and in the easterly side, between Eastern parkway and East New York avenue.

No. 782.

A resolution was unanimously adopted to construct a sewer in Crown street, between Kingston and Albany avenues.

No. 783.

A resolution was unanimously adopted, to construct a sewer in Union street, between Buffalo and Ralph avenues and between Rochester and Schenectady avenues.

No. 784.

A resolution was unanimously adopted: To open Church avenue from Thirty-sixth street to Ocean parkway.

A resolution was unanimously adopted to construct a sewer in Church avenue, between East Third street and East Fourth street.

No. 785.

A resolution was unanimously adopted to construct a sewer in East Thirty-first street, between Beverley road, and Canarsie lane.

No. 786.

A resolution was unanimously adopted to construct a sewer basin at the northwest corner of Sherman and Vanderbilt streets.

No. 691.

A resolution was unanimously adopted to amend resolution of July 10, 1907, initiating proceedings to construct a sewer in Malbone street from an unnamed street, about 200 feet east of Nostrand avenue to New York avenue, by having the limits of said improvement read: "between Nostrand and New York avenues."

No. 787.

A resolution was unanimously adopted to construct a sewer in Montgomery street, between Rogers avenue and a summit 350 feet east thereof.

No. 451A-03.

A resolution was unanimously adopted to amend resolution of June 27, 1907, initiating proceedings to open East Thirty-fourth street from Clarkson avenue to Clarendon road, and from Newkirk avenue to Foster avenue, by excluding from the provision thereof the portion of said East Thirty-fourth street lying between Church and Clarkson avenues.

No. 168.

A resolution was unanimously adopted, to amend resolution of September 26, 1904, initiating proceedings to regulate, grade, curb and lay cement sidewalks on East Ninth street, between Beverley road and Avenue E, by excluding from the provisions thereof that portion of East Ninth street, lying between Avenues C and D.

A resolution was unanimously adopted, to amend resolution of March 30, 1905, initiating proceedings to pave East Ninth street, between Beverley road and Avenue E, with asphalt on concrete foundation, by excluding from the provisions thereof that portion of East Ninth street lying between Avenues C and D.

No. 788.

To regulate and grade, between courtyard lines, set bluestone curb on concrete foundation, and lay cement sidewalks on Sixteenth avenue, between Fortieth and Forty-fifth streets, which was amended to read: To regulate and grade between courtyard lines, set cement curb on concrete foundation, and lay cement sidewalks on Sixteenth avenue, between Fortieth and Forty-fifth streets, which was unanimously adopted.

No. 289.

A resolution was unanimously adopted, to amend resolution of September 27, 1905, initiating proceedings to set or reset curb and lay cement sidewalk on Avenue I, between Flatbush and Brooklyn avenues, so that the limits of said improvements shall read: "Between East Thirty-fourth and East Thirty-fifth street."

A resolution was unanimously adopted to amend resolution of September 27, 1905, initiating proceedings to pave Avenue I, with asphalt on concrete foundation, between Flatbush and Brooklyn avenues, so that the limits of said improvement shall read: "Between East Thirty-fourth and East Thirty-fifth street."

No. 127.

To regulate and grade between courtyard lines, set bluestone or cement curb and lay cement sidewalk, on East Seventh street, between Avenues C and E, which was amended to read "To regulate and grade between courtyard lines, set cement curb and lay cement sidewalk on East Seventh street, between Avenues C and E," and, as amended, was adopted.

To pave East Seventh street, between Avenues C and E, with asphalt on concrete foundation, which was unanimously adopted.

No. 566.

A resolution was unanimously adopted to amend resolution of November 1, 1906, initiating proceedings to open East Seventh street, from Church avenue to Eighteenth avenue, by excluding from the provisions thereof the portion of East Seventh street lying between Avenues C and E.

No. 205.

A resolution was unanimously adopted to open East Twenty-sixth street, from Canarsie lane to Clarendon road, and from Avenue D to Flatbush avenue.

No. 175.

A resolution was unanimously adopted to amend resolution of December 29, 1904, initiating proceedings to pave East Fifth street with macadam, between Avenue C and Church avenue, by striking therefrom the word "macadam" and substituting therefor the words "asphalt on concrete foundation."

No. 679.

A resolution was unanimously adopted to amend resolution of June 27, 1907, initiating proceedings to regulate, grade, set curb on concrete and lay cement sidewalks on East Second street, between Avenues E and F, to read as follows: "To regulate and grade between courtyard lines, set bluestone, medina or cement curb and lay cement sidewalks on East Second street, between Avenues E and F, where not already done," which was amended by striking therefrom the words "bluestone, medina or," and, as amended, unanimously adopted.

No. 567.

To amend resolution of November 1, 1906, initiating proceedings to regulate, grade and lay combined cement curb and gutter, pave with macadam and lay cement sidewalks, on East Twenty-third street, from Avenue F to Avenue G, by striking therefrom the word "macadam" and substituting therefor the words "asphalt on concrete foundation," which was amended to read: "To amend resolution of November 1, 1906, initiating proceedings to regulate, grade, lay cement curb, pave with asphalt on concrete foundation and lay cement sidewalks where not already done, on East Twenty-third street, from Avenue F to Avenue G," and, as amended, unanimously adopted.

No. 565.

A resolution was unanimously adopted to open Lawrence avenue, from Forty-seventh street to Ocean parkway, and Newkirk avenue, from Ocean parkway to Coney Island avenue.

No. 789.

A resolution was unanimously adopted to construct sewers in Malbone street, northerly side, between Bedford and Rogers avenues, and on the southerly side between Franklin and Rogers avenues.

A resolution to regulate, grade between courtyard lines, set bluestone, medina or cement curb and lay cement sidewalks on Malbone street, between the bridge over the Brighton Beach Railroad and Nostrand avenue, was amended to read as follows: "To regulate, grade between courtyard lines, set cement curb and lay cement sidewalks on Malbone street, between the bridge over the Brighton Beach Railroad and Nostrand avenue," and, as amended, unanimously adopted.

A resolution was unanimously adopted to pave Malbone street with asphalt on concrete foundation, from the bridge over the Brighton Beach Railroad to Nostrand avenue.

No. 612.

A resolution was unanimously adopted to amend resolution of January 30, 1907, initiating proceedings to pave Caton avenue, between Coney Island avenue and Parade place, with asphalt on concrete foundation, by excluding from the provisions thereof the portion of Caton avenue lying between Marlborough road (East Fifteenth street) and Parade place.

A resolution was unanimously adopted to pave Caton avenue with asphalt on concrete foundation, between Marlborough road (East Fifteenth street) and Parade place.

No. 23 (New Lots).

A resolution to regulate and grade between courtyard lines, set bluestone, medina or cement curb and lay cement sidewalks on Clarkson avenue, from Troy avenue to East Ninety-eighth street, was amended to read as follows: "To regulate and grade between courtyard lines, set cement curb and lay cement sidewalks on Clarkson avenue, from Troy avenue to East Ninety-eighth street," and, as amended, unanimously adopted.

A resolution was unanimously adopted to construct a sewer in Clarkson avenue, between East Forty-ninth and East Ninety-fourth streets, with outlet sewers in Utica avenue, both sides, between Clarkson avenue and Lenox road; in Utica avenue, east side, between Lenox road and Church avenue; in Church avenue, between Utica avenue and East Fifty-third street; in East Fifty-third street, between Church avenue and Snyder avenue; in Snyder avenue, between East Fifty-third street and Ralph avenue; in East Fifty-fourth street, between Clarkson avenue and Winthrop street, and in Winthrop street, between East Fifty-fourth street and Remsen avenue.

A resolution was unanimously adopted to pave Clarkson avenue with asphalt on concrete foundation, between Troy avenue and East Ninety-eighth street.

No. 790.

A resolution was unanimously adopted to regulate and grade between courtyard lines, set cement curb and lay cement sidewalks in East Thirty-second street, between Snyder and Church avenues.

A resolution was unanimously adopted to pave East Thirty-second street with asphalt on concrete foundation, between Snyder and Church avenues.

No. 791.

A resolution was unanimously adopted recommending to the Board of Aldermen the establishment of a roadway 30 feet wide on New York avenue, between Avenues F and H.

A resolution to regulate and grade between courtyard lines, set bluestone, medina or cement curb and lay cement sidewalks on New York avenue, between Avenues F and H, was amended to read as follows: "To regulate and grade between courtyard lines, set cement curb and lay cement sidewalks on New York avenue, between Avenues F and H," and, as amended, unanimously adopted.

A resolution was adopted to pave New York avenue with asphalt on concrete foundation, between Avenues F and H.

No. 792.

A resolution was adopted to open Lott street, from Albemarle road to Tilden avenue.

To regulate and grade between courtyard lines, set bluestone, medina or cement curb, lay cement sidewalks and pave with asphalt on concrete foundation Lott street, from Tilden avenue to Butler street, which was amended to read: To regulate and grade between courtyard lines, set cement curb, lay cement sidewalks, where not already done, and pave with asphalt on concrete foundation Lott street, from Tilden avenue to Butler street, and, as amended, unanimously adopted.

No. 793.

To regulate and grade between courtyard lines, set bluestone, medina or cement curb, and lay cement sidewalk on Montgomery street, from Bedford avenue to a point 220 feet east of New York avenue, and from Kingston avenue to East New York avenue, which was amended to read: To regulate and grade between courtyard lines, set cement curb and lay cement sidewalks on Montgomery street, from Bedford avenue to a point 220 feet east of New York avenue, and from Kingston avenue to East New York avenue, and, as amended, was adopted.

A resolution was adopted to pave Montgomery street with asphalt on concrete foundation, between Rogers and Nostrand avenues.

No. 605.

A resolution was adopted to construct sewers in Linden avenue, northerly side, between New York avenue and a point 572 feet westerly, and on the southerly side between New York avenue and a point 346 feet westerly, with an outlet sewer in Nostrand avenue, between Linden avenue and Martense street.

No. 716.

A resolution was adopted to rescind resolution of July 10, 1907, initiating proceedings to regulate, grade, set curb on concrete, set brick gutters, lay cement sidewalks and pave with macadam Flatbush avenue, from Avenue N to Avenue U.

A resolution was adopted to regulate, grade, set bluestone, medina or cement curb and lay cement sidewalks, where not already done, on Flatbush avenue, between Avenues N and U, which was amended by striking out the words "bluestone, medina or," and, as so amended, was adopted unanimously.

On motion of Commissioner Dunne, the resolution was denied to pave Flatbush avenue with asphalt on concrete foundation, between Avenues N and U.

No. 794.

A resolution was unanimously adopted to regulate and grade Prospect place, between Utica and Rochester avenues.

No. 795.

A resolution was unanimously adopted to pave Prospect place with asphalt on concrete foundation, between Saratoga and Hopkinson avenues.

No. 796.

A resolution was unanimously adopted to pave East Third street with asphalt on concrete foundation, between Avenue D and Ditmas avenue (Avenue E).

No. 797.

A resolution was unanimously adopted to pave Elmore place (East Twenty-second street) with asphalt on concrete foundation, between Farragut road and Avenue G, where not already paved.

No. 798.

A resolution was unanimously adopted recommending to the Board of Aldermen the establishment of a roadway 30 feet wide on Lincoln place, between New York and Brooklyn avenues.

A resolution was unanimously adopted to pave with asphalt on concrete foundation, set cement curb where not already done, on Lincoln place, between New York and Brooklyn avenues, and to lay cement sidewalks where not already laid, on the northerly side of Lincoln place, between New York and Brooklyn avenues.

## No. 799.

A resolution was unanimously adopted to grade to the level of the curb part of lot lying on the south side of Montgomery street, between Rogers and Nostrand avenues, known as No. 18, Block 1305.

## No. 800.

A resolution was unanimously adopted to lay cement sidewalk opposite lot lying on the north side of Sterling place, between Troy and Schenectady avenues, known as No. 1, Block 1371.

## No. 801.

A resolution was unanimously adopted to lay cement sidewalk opposite lot lying on the north side of St. Marks avenue, between Buffalo and Ralph avenues, known as No. 68, Block 1357.

## No. 802.

A resolution was unanimously adopted to inclose with a wooden rail fence, 6 feet high, a lot lying on the north side of Hawthorne street, between Flatbush and Bedford avenues, known as No. 107, Block 5042.

## No. 803.

A resolution was unanimously adopted to inclose with a wooden rail fence, 6 feet high, the following described lots:

On the north side of Atlantic avenue, between Perry place and Nostrand avenue, and on the south side of Herkimer place, between Perry place and Nostrand avenue, known as No. 7, Block 1866.

On the north side of Atlantic avenue, between Nostrand and New York avenues, known as Nos. 79 and 80, Block 1867.

On the north side of Atlantic avenue, between New York and Brooklyn avenues, known as No. 80, Block 1868.

On the southwest corner of Pacific street and Troy avenue, known as No. 38, Block 1340.

On the north side of Dean street, between Albany and Troy avenues, known as Nos. 50 and 51, Block 1340.

On the north side of St. Marks avenue, between Albany and Troy avenues, known as No. 60, Block 1352.

On the south side of St. Johns place, between Albany and Troy avenues, known as No. 20, Block 1382.

On the north side of St. Johns place, between Albany and Troy avenues, known as Lot No. 59, Block 1376.

On the west side of Albany avenue, between Lincoln place and Eastern parkway, and on the north side of Eastern parkway, between Albany and Kingston avenues, Lots Nos. 46 and 50, Block 1265.

On the south side of Lincoln place, between Rogers and Nostrand avenues, known as No. 11 and 46, Block 1261.

On the north side of Lincoln place, between Rogers and Nostrand avenues, known as No. 74, Block 1254.

On the north side of Lincoln place, between Bedford and Rogers avenues, known as No. 2, Block 1253.

On the north side of Bergen street, between Buffalo and Ralph avenues, known as No. 73, Block 1351.

On the south side of Atlantic avenue, between Utica and Rochester avenues, and on the west side of Rochester avenue, between Atlantic avenue and Pacific street, known as Nos. 39 and 50, Block 1337.

On the west side of Rochester avenue, between Pacific and Dean streets, and on the south side of Pacific street, between Rochester and Utica avenues, known as Nos. 44, 45, 49 and 53, Block 1343.

On the south side of St. Marks avenue, between Schenectady and Utica avenues, and on the west side of Utica avenue, between St. Marks and Prospect places, known as Nos. 16, 40, 47, 48, 52 and 54, Block 1360.

On the north side of Pacific street, between Rochester and Buffalo avenues, and on the east side of Rochester avenue, between Atlantic avenue and Pacific street, known as No. 1, Block 1338.

On the north side of Atlantic avenue, between Pleasant and Olive places, on the east side of Pleasant place, between Atlantic avenue and Herkimer street, and on the west side of Olive place, between Atlantic avenue and Herkimer street, known as Nos. 1 and 35, Block 1569.

On the north side of Pacific street, between Ralph and Howard avenues, and on the east side of Ralph avenue, between Pacific street and Atlantic avenue; on the south side of Atlantic avenue, between Ralph and Howard avenues, and on the west side of Howard avenue, between Pacific street and Atlantic avenue, known as No. 1, Block 1431.

On the north side of St. Marks avenue, between Saratoga avenue and Hopkinson avenue, and on the east side of Saratoga avenue, between St. Marks avenue and Bergen street, known as Nos. 1, 2 and 69, Block 1453.

On the north side of St. Marks avenue, between Howard and Saratoga avenues, and on the west side of Saratoga avenue, between St. Marks avenue and Bergen street, known as Nos. 47 and 56, Block 1452.

On the north side of St. Marks avenue, between Saratoga and Hopkinson avenues, and on the west side of Hopkinson avenue, between St. Marks avenue and Bergen street, known as Nos. 47 and 49, Block 1453. —all of which were duly adopted.

## No. 804.

A resolution was unanimously adopted to inclose with a wooden rail fence, 6 feet high, a lot lying on the north side of Herkimer street, between Utica and Rochester avenues, known as No. 49, Block 1702.

## No. 805.

A resolution was unanimously adopted to inclose with a wooden rail fence, 6 feet high, a lot lying on the south side of Hancock street, between Ralph and Howard avenues, known as No. 17, Block 1419.

## No. 806.

A resolution was unanimously adopted to inclose with a wooden rail fence, 6 feet high, the lot lying on the southeast corner of Prospect place and Saratoga avenue, known as Lot No. 2, Block 1464.

## No. 807.

A resolution was unanimously adopted to inclose with a wooden rail fence, 6 feet high, the lot lying on the north side of Chauncey street, between Patchen and Ralph avenues, known as No. 79, Block 1688.

## No. 808.

A resolution was unanimously adopted to inclose with a wooden rail fence, 6 feet high, the lot lying on the north side of Sumpter street, between Patchen and Ralph avenues, known as No. 46, Block 1696.

## No. 639.

A resolution was unanimously adopted to inclose with a wooden rail fence, 6 feet high, the lot lying on the south side of Macon street, between Nostrand avenue and Arlington place, known as No. 12, Block 1848.

## No. 135.

A resolution was unanimously adopted to inclose with a wooden rail fence, 6 feet high, the lots lying on the north side of Pacific street, between Utica and Schenectady avenues, and on the south side of Atlantic avenue, between Utica avenue and Schenectady avenue, known as Nos. 18 and 19, Block 1337.

## No. 809.

To regulate and grade between court yard lines, set blue stone, medina or cement curb, and lay cement sidewalk on East Thirty-second street, from Farragut road northerly to the line of the water works, which was amended by striking out the words "blue stone, medina or" and as so amended was adopted.

A resolution was unanimously adopted to pave with asphalt on concrete foundation East Thirty-second street, from Farragut road northerly to the line of the water works.

The meeting then adjourned.

CHARLES FREDERICK ADAMS, Borough Secretary.

## MINUTES OF A DULY ADVERTISED MEETING OF THE LOCAL BOARD OF THE PROSPECT HEIGHTS DISTRICT.

Monday, December 9, 1907, at 2.30 p. m.

The roll was called and the following members answered to their names: Hon. Desmond Dunne, Commissioner of Public Works, presiding; Alderman Gunther.

The Secretary presented the following resolutions initiating the following improvements:

## No. 96.

To alter the map or plan of The City of New York by striking therefrom Prospect avenue, lying between the lines of Prospect avenue as now laid out and the former City line. Laid over indefinitely on motion of Alderman Gunther.

## No. 150.

To construct a sewer basin at the southeast corner of Eighth avenue and Second street, which was unanimously adopted.

## No. 151.

To construct a sewer in Fuller place, between Windsor place and Prospect avenue, which was unanimously adopted.

## No. 152.

To construct a sewer in Howard place, between Windsor place and Prospect avenue, which was unanimously adopted.

## No. 153.

To grade to the level of the curb the lots lying on the west side of Tenth avenue, between Fifteenth and Sixteenth streets, known as Nos. 35, 36, 37 and 38, Block 1106, which was unanimously adopted.

## No. 120.

To amend resolution of December 10, 1907, directing that the lot lying on the north side of Prospect place, between Franklin and Classon avenues, known as No. 52, Block 1156, be inclosed with an iron rail fence, 6 feet high, by having same provided for inclosing with a wooden rail fence, 6 feet high, which was unanimously adopted.

## No. 149.

To amend resolution of July 24, 1907, directing that the lot lying on the west side of Eighth avenue, between Windsor place and Prospect avenue, known as No. 52, Block 1117, be inclosed with a wooden rail fence, 6 feet high, by having same provided for Block 1112, which was unanimously adopted.

## No. 154.

To inclose with a wooden rail fence, 6 feet high, the lot lying on the south side of Seventeenth street, between Prospect Park West and Tenth avenue, known as No. 24, Block 877, which was unanimously adopted.

## No. 155.

To inclose with a wooden rail fence, 6 feet high, the lot lying on the north side of Prospect place, between Vanderbilt and Underhill avenues, known as No. 71, Block 1152, which was unanimously adopted.

CHARLES FREDERICK ADAMS, Borough Secretary.

## MINUTES OF A DULY ADVERTISED MEETING OF THE BEDFORD DISTRICT LOCAL BOARD.

December 12, 1907, at 2.30 p. m.

The roll was called and the following member answered to his name:

Hon. Desmond Dunne, Commissioner of Public Works.

There being no quorum, the meeting was postponed indefinitely.

CHARLES FREDERICK ADAMS, Borough Secretary.

## MINUTES OF A DULY ADVERTISED MEETING OF THE LOCAL BOARD OF THE RED HOOK DISTRICT.

December 12, 1907, at 2.45 p. m.

The roll was called and the following members answered to their names: Hon. Desmond Dunne, Commissioner of Public Works, presiding, and Alderman Kuck.

The Secretary presented resolutions initiating the following improvements:

## No. 967 (Bay Ridge).

To alter the map or plan of The City of New York by establishing the grade on Whitwell place, between Carroll and First streets, which was unanimously adopted.

To regulate and grade between courtyard lines, set cement curb and lay cement sidewalks on Whitwell place, between Carroll and First streets, which was unanimously adopted.

To pave Whitwell place with asphalt on concrete foundation, between Carroll and First streets, which was unanimously adopted.

## No. 43.

To lay cement sidewalks opposite the lots lying on the west side of Clinton street, between West Ninth and Mill streets, known as Nos. 33, 34, 35 and 36, Block 540, which was unanimously adopted.

To lay cement sidewalks opposite the lots lying on the west side of Clinton street, between Mill and Centre streets, known as Nos. 28 to 37, inclusive, Block 551, which was unanimously adopted.

## No. 44.

To enclose with a wooden rail fence six feet high the lot lying on the north side of Sullivan street, between Ferris and Conover streets, known as No. 1, Block 554, which was unanimously adopted.

Meeting adjourned.

CHARLES FREDERICK ADAMS, Borough Secretary.

## MINUTES OF A DULY ADVERTISED MEETING OF THE LOCAL BOARD OF THE HEIGHTS DISTRICT.

December 12, 1907, 2.30 p. m.

The roll was called and the following members answered to their names: Hon. Desmond Dunne, Commissioner of Public Works, presiding; Aldermen Downing, Lawlor and Wafer.

The Secretary presented resolutions initiating the following improvements:

## No. 8.

To alter the map or plan of The City of New York by locating and laying out as a public playground the property fronting on the west side of Columbia street, between Warren and Harrison streets, which was amended to read to alter map and plan of The City of New York, by locating and laying out as a public playground, the property bounded by Columbia, Pacific, Amity and Emmett streets, which was unanimously adopted.

## No. 26.

To alter map and plan of The City of New York by locating and laying out as a public place the property bounded by Willoughby, Fulton and Pearl streets, which was adjourned for one month.

## No. 31.

Application of Thomas Marion, of No. 580 Tenth street, Borough of Brooklyn, City of New York, for a stand at the southwest corner of Fulton street and Elm place, which application was denied.

## No. 32.

To enclose with a wooden rail fence six feet high the lots lying on the south side of Poplar street, between Hicks and Henry streets, known as Nos. 15 to 20, inclusive, Block 211, which was unanimously adopted.

Meeting adjourned.

CHARLES FREDERICK ADAMS, Borough Secretary.

MINUTES OF A DULY ADVERTISED JOINT MEETING OF THE LOCAL BOARDS OF THE BAY RIDGE, FLATBUSH AND BUSHWICK DISTRICTS.

Wednesday, February 27, 1907, at 2:30 p. m.

The roll was called and the following members answered to their names: Hon. Desmond Dunne, Commissioner of Public Works, presiding, and Aldermen, Potter, Wentz, Ellery, Hann, Bartscherer and Falk.

The Secretary presented a resolution initiating the following improvement:

## No. 714.

To alter the map or plan of The City of New York by locating and laying out Kings highway for a width of 100 feet, between Twenty-second avenue and East New York avenue, which was, on motion of Alderman Hann, referred to a committee of three, one member of each of the Local Boards affected, for investigation and report.

Meeting adjourned.

CHARLES FREDERICK ADAMS, Borough Secretary.

MINUTES OF A DULY ADVERTISED JOINT MEETING OF THE LOCAL BOARDS OF THE BAY RIDGE, FLATBUSH AND BUSHWICK DISTRICTS.

December 12, 1907, at 2:30 p. m.

The roll was called and the following members answered to their names:

Hon. Desmond Dunne, Commissioner of Public Works, presiding; Aldermen Linde and Potter, Bay Ridge; Aldermen Wentz and Hann, Flatbush; Alderman Falk, Bushwick.

The Secretary presented resolutions initiating the following improvements:

## No. 716.

To alter the map or plan of The City of New York by locating and laying out Kings highway for a width of 60, 70, 80 or 100 feet, from Twenty-second avenue to Eastern parkway extension, which was amended to read as follows:

Recommending 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 Kings highway, between Twenty-second avenue and Eastern parkway extension, for a width of 70 feet, except where the existing width is greater than 70 feet and where it is wider to remain at that width; and also recommending to the Board of Estimate and Apportionment that it assume on behalf of The City of New York the entire cost and expense for opening and physically improving Kings highway.

CHARLES FREDERICK ADAMS, Secretary.

MINUTES OF A DULY ADVERTISED MEETING OF THE BUSHWICK DISTRICT LOCAL BOARD.

November 27, 1907, at 2:30 p. m.

Present—Commissioner Dunne, presiding; Alderman Falk.

The Secretary presented the following resolutions initiating improvements:

## No. 503.

To open Van Sinderen avenue, from East New York avenue to the bulkhead line of Fresh Creek, which was amended to read: To open Van Sinderen avenue, from East New York avenue to the bulkhead line of Fresh Creek, except the land occupied by the tracks of the Long Island Railroad, and the Brooklyn and Rockaway Beach Railroad; and, as amended, unanimously adopted.

## No. 207.

To regulate and grade between court yard lines, set bluestone, medina or cement curb, and lay cement sidewalks where not already laid on Sunnyside avenue, between Miller avenue and Highland Park.

To pave Sunnyside avenue with asphalt on concrete foundation, between Miller avenue and Highland Park.

Action on the above resolutions was postponed for two weeks.

## No. 462.

A resolution was unanimously adopted to open Nichols avenue, from Jamaica avenue to Union avenue, and from a point 250 feet south of Fulton street to Atlantic avenue.

## No. 510.

A resolution was unanimously adopted to pave Eldert lane, with asphalt on concrete foundation, between Atlantic and Liberty avenues.

Meeting adjourned.

CHARLES FREDERICK ADAMS, Borough Secretary.

MINUTES OF THE ADJOURNED MEETING OF THE LOCAL BOARD OF THE BUSHWICK DISTRICT.

December 11, 1907, at 2:30 p. m.

The roll was called and the following members answered to their names:

Hon. Desmond Dunne, Commissioner of Public Works, presiding, and Alderman Falk.

The Secretary presented resolutions initiating the following improvements:

## No. 207.

To regulate and grade between court yard lines, set bluestone, medina or cement curb and lay cement sidewalks where not already laid on Sunnyside avenue, between Miller avenue and Highland Park, which was unanimously adopted.

To pave Sunnyside avenue with asphalt on concrete foundation, between Miller avenue and Highland Park, which was unanimously adopted.

Meeting adjourned.

CHARLES FREDERICK ADAMS, Borough Secretary.

MINUTES OF A DULY ADVERTISED MEETING OF THE LOCAL BOARD OF THE BUSHWICK DISTRICT.

December 12, 1907.

The roll was called and the following members answered to their names:

Hon. Desmond Dunne, Commissioner of Public Works, presiding; Alderman Falk.

The Secretary presented the following resolutions initiating the following improvements:

## No. 534.

To alter the map or plan of The City of New York by changing the grade of Metropolitan avenue, between Grand Street Bridge and Newtown Creek Bridge; Gardner avenue, between Meadow street and Grand street; of Ten Eyck street, between Stewart avenue and Newtown Creek, and of Grand street, between Grand Street Bridge and Varick avenue, which motion was unanimously adopted.

## No. 535.

To alter the map or plan of The City of New York by striking therefrom New Lots road, between Sutter and Blake avenues, which was laid over.

## No. 536.

To open Livonia avenue, from Stone avenue to Hinsdale street, and from Van Sicklen avenue to New Lots avenue, excepting the land occupied by the tracks of the

Long Island Railroad and of the Brooklyn and Rockaway Beach Railroad, was unanimously adopted.

## No. 537.

To open Fountain avenue, from Belmont avenue to Vandalia avenue, was unanimously adopted.

## No. 505.

To construct a sewer in Dumont avenue, between Hinsdale street and Williams avenue, was unanimously adopted.

## No. 538.

To construct sewer basins at the northerly and easterly corners of Halsey street and Irving avenue, was unanimously adopted.

## No. 539.

To construct sewer in Dumont avenue, between Van Sinderen and Hinsdale avenues, was unanimously adopted.

## No. 540.

To construct a sewer in Ridgewood avenue, between Norwood and Hale avenues, was unanimously adopted.

## No. 541.

To construct a sewer in Blake avenue, between Hinsdale street and Williams avenue, was unanimously adopted.

## No. 542.

To open Miller avenue, from Riverdale avenue to Vandalia avenue, was unanimously adopted.

## No. 543.

To open Van Sicklen avenue, from New Lots road (avenue) to Vandalia avenue, was unanimously adopted.

## No. 544.

To open Vermont street, from New Lots road (avenue) to Vandalia avenue, was unanimously adopted.

## No. 545.

To open Bradford street, from New Lots road (avenue) to Vandalia avenue, which was unanimously adopted.

## No. 546.

To open Stanley avenue, between Louisiana and Fountain avenues, which was unanimously adopted.

## No. 547.

To construct a sewer in Vienna avenue, between Alabama avenue and Hendrix street, which was unanimously adopted.

## No. 548.

To construct a sewer basin at the northwest corner of Fanchon place and Jamaica avenue, which was unanimously adopted.

## No. 549.

To open Wyona street, from New Lots road to Vandalia avenue, which was unanimously adopted.

## No. 550.

To construct sewer basins on Van Sinderen avenue, at the northwest corner of Liberty avenue, at the northwest corner of Glenmore avenue and at the northwest corner of Pitkin avenue, which was unanimously adopted.

## No. 551.

To construct sewer basins on Montauk avenue, at the southwest corner of Blake avenue and at the northwest corner of New Lots road, which was unanimously adopted.

## No. 552.

To pave Montauk avenue with asphalt on concrete foundation, between Pitkin avenue and New Lots road, which was unanimously adopted.

## No. 553.

To regulate and grade between courtyard lines, set cement curb, lay cement sidewalks and pave with asphalt on concrete foundation, Suydam street, between Irving and St. Nicholas avenues, excepting the portion occupied by the Long Island Railroad, which was unanimously adopted.

## No. 554.

To construct a sewer in Willoughby avenue, between St. Nicholas avenue and the Borough line, which was unanimously adopted.

## No. 555.

To regulate and grade between courtyard lines, set cement curb, lay cement sidewalks and pave with asphalt on concrete foundation, Willoughby avenue, between Irving and St. Nicholas avenues, except the portion occupied by the Long Island Railroad, which was unanimously adopted.

## No. 556.

To regulate and grade between courtyard lines, set bluestone, medina or cement curb, lay cement sidewalks, where not already laid, on Decatur street, between Knickerbocker avenue and the Borough line, which was amended by striking therefrom the words "bluestone, medina or," and, as amended, unanimously adopted.

## No. 557.

To pave Decatur street with asphalt on concrete foundation, between Knickerbocker avenue and the Borough line, which was unanimously adopted.

## No. 294.

To amend resolution of November 26, 1906, initiating proceedings to open Sheffield avenue, from Pitkin avenue to Blake avenue, and from Livonia avenue to New Lots avenue, by excluding from the provisions thereof that portion of Sheffield avenue lying between Pitkin and Blake avenues, which was unanimously adopted.

## No. 139.

To regulate, grade, set bluestone, medina or cement curb and lay cement sidewalks on Sackman street, between Livonia avenue and New Lots road, which was denied on motion of Alderman Falk.

## No. 555.

To pave Sackman street with asphalt on concrete foundation, between Livonia avenue and New Lots road, which was denied on motion of Alderman Falk.

## No. 556.

To grade to the level of the curb the vacant lot described as follows: Havens place (Union avenue) and south side of Havens place, between Railroad and Lincoln avenues; east side of Railroad avenue, between Havens place and Ridgewood avenue; north side of Ridgewood avenue, between Railroad and Lincoln avenues; Lincoln avenue and the west side of Lincoln avenue, between Havens place and Ridgewood avenue, known as No. 1, Block 421, denied on motion of Alderman Falk.

## No. 557.

To grade to the level of the curb the vacant lot described as follows: Havens place (Union avenue) and the south side of Havens place, between Lincoln and Nichols avenues; Lincoln avenue, east side, between Havens place and Ridgewood avenue; Ridgewood avenue, north side, between Lincoln and Nichols avenue; Nichols avenue, west side, between Havens place and Ridgewood avenue, known as No. 51, Block 4121, denied on motion of Alderman Falk.

## No. 558.

To lay cement sidewalks opposite the lot lying on the north side of Glenmore avenue, between Junius street and Van Sinderen avenue, known as No. 1, Block 3696, which was unanimously adopted.

## No. 559.

To lay cement sidewalks opposite the lot lying on the south side of Glenmore avenue, between Junius street and Van Sinderen avenue, known as No. 1, Block 3713, which was unanimously adopted.

## No. 557.

To lay cement sidewalks opposite the lots lying on the southeast side of Palmetto street, between Knickerbocker and Irving avenues, and on the northeast side of Knickerbocker avenue, between Palmetto street and Putnam avenue, known as Nos. 1, 4, 8, 9, 30, 107 to 112, inclusive, 114, 120, 124, 127, 128, 130, 131 and 132, Block 3362, which was unanimously adopted.

## No. 558.

To lay cement sidewalks opposite the following described lots on Liberty avenue, on the north side, between Van Sinderen and Snediker avenues, known as Nos. 60 to 67, inclusive, Block 3680, and on the south side, between Van Sinderen and Snediker avenues, known as Nos. 12, 13, 15 and 21, Block 3697, which was unanimously adopted.

## No. 483.

To open Junius street, from Dumont avenue to the bulkhead line of Fresh Creek, excepting the land occupied by the tracks of the Long Island Railroad, which was unanimously adopted.

## No. 487.

To lay cement sidewalks opposite the lot lying on the southeast side of Stockholm street, between Irving and Wyckoff avenues, known as No. 18, Block 3259, which was unanimously adopted.

## No. 560.

To grade to the surface of the sidewalk to a line 10 feet from the building line the lots lying on the northeast side of St. Nicholas avenue, between Bleecker and Ralph streets, known as Nos. 6 and 7, Block 3312, which was unanimously adopted.

## No. 560.

To enclose with a wooden rail fence 6 feet high the lots lying on the northeast side of St. Nicholas avenue, between Bleecker and Ralph streets, known as Nos. 6 and 7, Block 3312, which was unanimously adopted.

## No. 561.

To enclose with a wooden rail fence 6 feet high the lots lying on the south side of Fulton street, between New Jersey avenue and Vermont street, and on the east side of New Jersey avenue between Fulton street and Liberty avenue, known as Nos. 12, 13, 14, 15 and 17, Block 3671, which was unanimously adopted.

## No. 562.

To enclose with a wooden rail fence 6 feet high the lots lying on the south side of Palmetto street, between Knickerbocker and Irving avenues and on the northeast side of Knickerbocker avenue between Palmetto street and Putnam avenue, known as Nos. 1, 4, 8, 9, 30, 107, 108, 109, 110, 120, 124, 127, 128, 130, 131 and 132, Block 3362, which was unanimously adopted.

## No. 563.

To enclose with wooden rail fence 6 feet high the lots lying on the north side of Myrtle avenue, between Troutman street and Bushwick avenue, known as Nos. 6 and 8, Block 3182, which was unanimously adopted.

## No. 564.

To enclose with a wooden rail fence 6 feet high the lots lying on the east side of Milford street, between Glenmore and Pitkin avenues, on the west side of Logan street, between Glenmore and Pitkin avenues, and on the south side of Glenmore avenue between Milford and Logan streets, known as Nos. 7, 9, 11, 13, 23, 29, 31, 32, 33 and 34, Block 4208, which was unanimously adopted.

## No. 565.

To enclose with a wooden rail fence 6 feet high, the lot lying on the northwest side of Greene avenue, between Hamburg and Myrtle avenues, known as No. 33, Block 3287, which was unanimously adopted.

## No. 523.

To enclose with a wooden rail fence 6 feet high, the lots lying on the southeast side of Meeker avenue, between Kingsland and Morgan avenues, and on the southwest side of Morgan avenue, between Meeker avenue and Lombardy street, known as Nos. 30, 31 and 32, Block 2817, which was unanimously adopted.

## No. 523.

To enclose with a wooden rail fence 6 feet high, the lots lying on the south side of Meeker avenue, between Morgan avenue and Vandervoort avenues, and on the northeast side of Morgan avenue, between Meeker avenue and Anthony street, known as Nos. 1, 2, 3 and 9, Block 2810, which was unanimously adopted.

## No. 566.

To enclose with a wooden rail fence 6 feet high, the lot lying on the northwest side of Herbert street, between Humboldt and North Henry streets, known as No. 29, Block 2827, which was unanimously adopted.

## No. 567.

To enclose with a wooden rail fence 6 feet high, the lot lying on the southeast side of Bleeker street, between Wyckoff and St. Nicholas avenues, known as Nos. 18 and 19, Block 3311, which was unanimously adopted.

## No. 568.

To regulate and grade, between court yard lines, set blue stone, medina, or cement curb, and lay cement sidewalks on Van Sinderen avenue, between East New York and Pitkin avenues, which was amended to read as follows: "To regulate and grade between court yard lines, set cement curb and lay cement sidewalks, on Van Sinderen avenue, between East New York and Pitkin avenues, and as amended unanimously adopted.

## No. 156.

To open Hancock street, between Irving avenue and Borough line, which was unanimously adopted.

To pave with asphalt on concrete foundation, Hancock street, Irving avenue and the Borough line, which was unanimously adopted.

## No. 139.

To regulate, grade, set cement curb and lay cement sidewalks on Sackman street, between Livonia avenue and Hegeman avenue, which was unanimously adopted.

To pave Sackman street, with asphalt on concrete foundation, between Livonia and Hegeman avenues, which was unanimously adopted.

## No. 507.

To amend resolution of July 24, 1907, initiating proceedings to regulate, grade, set curb on concrete and lay cement sidewalks where not already laid on Pitkin avenue, between Powell street and Snediker avenue, by having the limits of said improvement read from Powell to Junius streets, which was unanimously adopted.

## No. 507.

To amend resolution of July 24, 1907, initiating proceedings to pave with asphalt on concrete foundation, Pitkin avenue, between Powell street and Snediker avenue, by having the limits of said proceeding read from Powell street to Junius street, which was unanimously adopted.

## No. 422.

To open Cypress avenue from Flushing avenue to the Borough line, which was unanimously adopted.

## No. 434.

To open Lincoln avenue, from Jamaica avenue to Ridgewood avenue, which was unanimously adopted.

## No. 569.

To enclose with a wooden rail fence 6 feet high, the lots lying on the west side of Ashford street, between Belmont and Sutter avenues, known as Nos. 30 and 31, Block 4031, which on motion of Alderman Falk, was denied.

## No. 570.

To enclose with a wooden rail fence 6 feet high, lots lying on the west side of Linwood street, between Atlantic avenue and Fulton street, known as Nos. 41 and 42, Block 3955, which was unanimously adopted.

## No. 571.

To enclose with a wooden rail fence 6 feet high, lot lying on the southwest side of Bushwick avenue, between Jefferson and Melrose streets, and on the northwest side of Jefferson street, between Bushwick avenue and Broadway, known as No. 32, Block 3160, which was unanimously adopted.

## No. 572.

To enclose with a wooden rail fence 6 feet high, lot lying on the southeast side of Ralph street, between Bushwick and Evergreen avenues, known as No. 5, Block 3313, which was unanimously adopted.

## No. 573.

To enclose with a wooden rail fence 6 feet high, lot lying on the south side of Herkimer street, between Jardine and Havens places, and on the east side of Jardine place, between Herkimer street and Atlantic avenue, known as Nos. 12, 13, 14, 15, Block 1574. On motion of Alderman Falk, matter was laid over.

## No. 573.

To enclose with a wooden rail fence 6 feet high, the lot lying on the south side, between Snediker avenue and Hinsdale street, and on the west side of Hinsdale street, between Belmont and Sutter avenues, known as Nos. 15, 16, 17 and 18, Block 3749, which was unanimously adopted.

## No. 573.

To enclose with a wooden rail fence 6 feet high, the following described lots, on the south side of Pitkin avenue, between Snediker avenue and Hinsdale street, and the west side of Hinsdale street, between Pitkin and Belmont avenues, known as Nos. 18, 19, 20, 21, 23 and 24, Block 3732, which was unanimously adopted.

To enclose with a wooden rail fence 6 feet high, the lots lying on the north side of Liberty avenue, between Van Sinderen and Snediker avenues, on the east side of Van Sinderen avenue, between Atlantic and Liberty avenues, and on the west side of Snediker avenue, between Atlantic and Liberty avenues, known as Nos. 60 to 67, inclusive, Block 3680, which was unanimously adopted.

To enclose with a wooden rail fence 6 feet high, the lots lying on the south side of Sutter and Alabama and Georgia avenues, and on the east side of Alabama avenue, between Sutter and Blake avenues, known as Nos. 11, 16 and 21, Block 3769, which was unanimously adopted.

To enclose with a wooden rail fence 6 feet high, the lot lying on the north side of Riverdale avenue, between Rockaway and Thatford avenues, and on the west side of Thatford avenue, between Livonia and Riverdale avenues, known as No. 40, Block 3590, which was unanimously adopted.

To enclose with a wooden rail fence 6 feet high, the lot lying on the north side of Glenmore avenue, between Watkins and Stone avenue, and on the east side of Watkins street between Liberty and Glenmore avenues, known as No. 1, Block 3503, which was unanimously adopted.

To enclose with a wooden rail fence 6 feet high, the lots lying on the south side of Liberty avenue, between Osborn and Watkins streets, and on the east side of Osborn street, between Liberty and Glenmore avenues, on the north side of Glenmore avenue, between Watkins and Osborn streets, and on the west side of Watkins street, between Liberty and Glenmore avenues, known as Nos. 14, 32, 34, 35, 36 and 37, Block 3502, which was unanimously adopted.

To enclose with a wooden rail fence 6 feet high, the lot lying on the north side of Liberty avenue, between East New York avenue and Osborn street, and on the southeast side of East New York avenue, between Liberty avenue and Osborn street, known as No. 1, Block 3489, which was laid over on motion of Alderman Falk.

To enclose with a wooden rail fence 6 feet high, the lot lying on the south side of St. Marks avenue, between Eastern parkway and East New York avenue, and on the northwest side of East New York avenue, between Prospect place and St. Marks avenue, known as No. 26 Block 1461, which was unanimously adopted.

To inclose with a wooden rail fence, 6 feet high, the lot lying on the south side of Liberty avenue, between Thatford and Osborn streets, and on the west side of Osborn street, between Liberty and Glenmore avenues, known as No. 28, Block 3501, which was laid over on motion of Alderman Falk.

To inclose with a wooden rail fence, 6 feet high, the lot lying on the east side of Thatford avenue, between Pitkin and Belmont avenues, and on the north side of Belmont avenue, between Thatford avenue and Osborn street, known as Nos. 1, 2 and 37, Block 3523, which was unanimously adopted.

To inclose with a wooden rail fence, 6 feet high, the lot lying on the north side of Livonia avenue, between Thatford avenue and Osborn street, and on the east side of Thatford avenue, between Dumont and Livonia avenues, known as Nos. 42, 43, 44, 45, and part of Lot No. 40, Block 3577, which was unanimously adopted.

To inclose with a wooden rail fence, 6 feet high, the lot lying on the south side of Dumont avenue, between Stone and Christopher avenues, and on the east side of Stone avenue, between Dumont and Livonia avenues, known as Nos. 18 and 22, Block 3794, which was unanimously adopted.

To inclose with a wooden rail fence, 6 feet high, the lot lying on the south side of Blake avenue, between Sackman street and Powell street, and on the east side of Sackman street, between Blake and Dumont avenues, known as Nos. 13 to 17, inclusive, Block 3779, which was unanimously adopted.

To inclose with a wooden rail fence, 6 feet high, the lot lying on the south side of Blake avenue, between Christopher and Sackman streets, and on the east side of Christopher avenue, between Blake and Dumont avenues, known as Nos. 20, 21 and 22, Block 3778, which was unanimously adopted.

To inclose with a wooden rail fence, 6 feet high, the lot lying on the north side of Blake avenue, between Christopher and Sackman streets, and on the east side of Christopher avenue, between Blake and Dumont avenues, known as Nos. 40, 41, 42 and 43, Block 3761, which was unanimously adopted.

To inclose with a wooden rail fence, 6 feet high, the lot lying on the south side of East New York avenue, between Christopher and Sackman streets, and on the east side of Christopher avenue, between East New York avenue and Liberty avenue, known as Nos. 9, 10, 11, 12 and 13, Block 3676, which was unanimously adopted.

To inclose with a wooden rail fence, 6 feet high, the lot lying on the north side of Dumont avenue, between Powell and Sackman streets, and on the west side of Powell street, between Blake and Dumont avenue, known as Nos. 36, 37, 38 and 39, Block 3779, which was unanimously adopted.

To inclose with a wooden rail fence, 6 feet high, the lot lying on the south side of Dumont avenue, between Powell street and Junius street, and on the east side of Powell street, between Dumont and Livonia avenues, known as No. 21, Block 3797, which was unanimously adopted.

To inclose with a wooden rail fence, 6 feet high, the lots lying on the south side of Blake avenue, between Stone avenue and Christopher avenue, and on the west side of Christopher avenue, between Blake and Dumont avenues, known as Nos. 24, 25, 26 and 27, Block 3777, which was unanimously adopted.

To inclose with a wooden rail fence, 6 feet high, the lot lying on the north side of Blake avenue, between Watkins and Stone avenues, and on the west side of Stone avenue, between Sutter and Blake avenues, known as No. 39, Block 3547, which was unanimously adopted.

To inclose with a wooden rail fence, 6 feet high, the lots lying on the south side of Sutter avenue, between Powell and Junius streets, and on the east side of Powell street, between Sutter and Blake avenues, known as Nos. 6, 11, 16, 21, and parts of Nos. 26 and 46, Block 3763, which was unanimously adopted.

To inclose with a wooden rail fence, 6 feet high, the lots lying on the south side of Sutter avenue, between Sackman and Powell streets, and on the west side of Powell street, between Sutter and Blake avenues, known as Nos. 29 and 31 to 39, inclusive, Block 3762, which was unanimously adopted.

To inclose with a wooden rail fence, 6 feet high, the lots lying on the north side of Dumont avenue, between Powell and Junius streets, and on the east side of Powell street, between Blake and Dumont avenues, known as Nos. 1 and 43, Block 3780,

which was amended to read as follows: To inclose with a wooden rail fence, 6 feet high, the lot lying on the north side of Dumont avenue, between Powell and Junius streets, known as Lot No. 1, Block 3780, and as amended unanimously adopted.

No. 574.

To construct a sewer basin at the northeast corner of McKinley avenue and Railroad avenue, which was unanimously adopted.

CHARLES FREDERICK ADAMS, Secretary.

MINUTES OF A DULY ADVERTISED JOINT MEETING OF THE LOCAL BOARDS OF THE FLATBUSH AND BUSHWICK DISTRICTS.

Monday, December 9, 1907, at 2:30 p. m.

The roll was called and the following members answered to their names:

Hon. Desmond Dunne, Commissioner of Public Works; Alderman Hann, Flatbush; Alderman Falk, Bushwick.

The Secretary presented resolutions initiating the following improvements:

No. 755.

To pave Rockaway avenue, between Blake and Hegeman avenues, with granite block on concrete foundation, which was unanimously adopted.

To pave Rockaway avenue, between Hegeman avenue and Rockaway parkway, with granite block on concrete foundation, which was unanimously adopted.

No. 759.

To open Stone avenue, from Riverdale avenue to East One Hundred and Third street, excepting the land occupied by the tracks of the Long Island Railroad Company, which was unanimously adopted.

No. 643.

To amend resolution of July 22, 1907, initiating proceedings to regulate, grade, set curb on concrete and lay cement sidewalks on Riverdale avenue, from East Ninety-eighth street to Amboy street, from Rockaway avenue to Junius street; from Vesta avenue to Pennsylvania avenue, and from Wyona avenue to New Lots road, to read as follows: "To regulate, grade, set curb on concrete and lay cement sidewalks on Riverdale avenue, from East Ninety-eighth street to Amboy street, from Osborn street to Junius street, from Vesta to Pennsylvania avenue, and from Wyona to New Lots road, which was unanimously adopted.

Meeting adjourned.

CHARLES FREDERICK ADAMS, Secretary.

MINUTES OF A DULY ADVERTISED JOINT MEETING OF THE LOCAL BOARD OF THE PROSPECT HEIGHTS AND FLATBUSH DISTRICTS.

December 9, 1907, at 2:30 p. m.

The roll was called and the following members answered to their names:

Hon. Desmond Dunne, Commissioner of Public Works, presiding; Aldermen Gunther, Prospect Heights, and Hann, Flatbush.

The Secretary presented resolutions initiating the following improvements:

No. 61.

To alter the map and plan of The City of New York by changing the grade of Terrace place, from Prospect avenue to Windsor place and Coney Island avenue, and of Sherman street, from Seely street to Eleventh avenue, which was unanimously adopted.

No. 156.

To regulate, grade, set cement curb and lay cement sidewalks on Sterling street, between Washington and Nostrand avenues, which was unanimously adopted.

No. 157.

To open President street, from Classon avenue to Bedford avenue, and from Rogers avenue to New York avenue, which was unanimously adopted.

CHARLES FREDERICK ADAMS, Borough Secretary.

MINUTES OF A DULY ADVERTISED MEETING OF THE LOCAL BOARD OF THE BAY RIDGE DISTRICT.

Monday, February 3, 1908, 2:30 p. m.

The roll was called, and the following members answered to their names:

Hon. Desmond Dunne, Commissioner of Public Works, presiding; Aldermen Heffernan, Kenney and Linde.

The Secretary presented resolutions initiating the following improvements:

No. 961.

A resolution to alter the map or plan of The City of New York by reducing the width of Court street, between Bryant street and the Gowanus Canal, from 80 feet to 60 feet, by taking 20 feet from the easterly side thereof, which was referred to Alderman Heffernan for report.

No. 962.

A resolution to alter the map or plan of The City of New York by locating and laying out two new streets, extending from Sixty-seventh street to Sixty-eighth street, between Fifth and Sixth avenues, each to be 50 feet wide, was laid over until the next meeting.

No. 963.

A resolution to open Sixty-sixth street, from Third avenue to Bay parkway (excepting where already acquired for the Bay Ridge parkway, Shore road, and excepting the land occupied by the tracks of the Brooklyn, Bath and West End Railroad, and of the New York and Sea Beach Railroad), was unanimously denied.

No. 964.

A resolution to regulate and grade between courtyard lines, set cement curb and lay cement sidewalks on Sixty-sixth street, between Fifth and Seventh avenues, was amended by striking therefrom the words "cement curb," and substituting therefor the words "medina curb," and as amended, was unanimously adopted.

A resolution to pave Sixty-sixth street with asphalt on concrete foundation, between Fifth and Seventh avenues, was unanimously adopted.

No. 965.

A resolution to construct sewer basins in Second avenue at the westerly corner of Forty-fourth street, and at the westerly corner of Forty-seventh street, was unanimously adopted.

No. 966.

A resolution to construct a sewer basin at the southeast corner of Court and Bush streets, was, on motion of Alderman Heffernan, unanimously denied.

No. 967.

A resolution to construct a sewer in Whitwell place, between Carroll and First streets, was unanimously adopted.

No. 919.

A resolution to regulate and grade between courtyard lines, set cement curb and lay cement sidewalks on Forty-second street, between Seventh and New Utrecht avenues, was unanimously denied.

A resolution to construct sewer basins at the north and west corners of Ninth avenue and Forty-second street, was unanimously adopted.

No. 919.

A resolution to pave Forty-second street with asphalt on concrete foundation, between Seventh and New Utrecht avenues, was, on motion of Commissioner Dunne, unanimously denied.

No. 968.

A resolution to regulate, grade, set curb on concrete and lay cement sidewalks on Tenth avenue, between Seventy-fifth and Seventy-ninth streets, was unanimously adopted.

No. 969.

A resolution to set curb on concrete and lay cement sidewalks on Fifth avenue, from Eighty-sixth street to Fourth avenue, was unanimously adopted.

No. 970.

A resolution to regulate, grade, set cement curb and lay cement sidewalks on Ninety-fourth street, between Fourth and Fort Hamilton avenues, was amended by striking therefrom the words "cement curb," and substituting therefor the words "bluestone curb," which was unanimously adopted.

No. 971.

A resolution to regulate, grade, set curb on concrete and lay cement sidewalks on Sixth avenue, between Sixtieth and Sixty-third streets, and between Sixty-fourth and Sixty-fifth streets, was, on motion of Alderman Linde, unanimously denied.

No. 972.

A resolution to regulate and grade Battery avenue, between Eighty-sixth street and Ninety-second street, and to set cement curb and lay cement sidewalks between Eighty-sixth and Ninety-sixth streets was amended, on motion of Alderman Linde, by striking out the words "cement curb," and substituting therefor the words "bluestone curb," which, as amended, was unanimously adopted.

No. 973.

A resolution to construct sewers in Twenty-first and Twenty-second streets, between Third avenue and the high water line, was unanimously adopted.

No. 974.

A resolution to open Eighth avenue, from the former City line to Fiftieth street, was laid over, to be considered after the 10th day of March, 1908.

No. 974.

A resolution to regulate, grade, set curb on concrete and lay cement sidewalks on Eighth avenue, between Forty-ninth and Fiftieth streets, was unanimously adopted.

No. 600.

A resolution requesting the Board of Estimate and Apportionment to rescind its resolution of June 28, 1907, approving the Local Board resolution of July 2, 1906, initiating proceedings to regulate, grade, set curb on concrete and lay cement sidewalks on Eighty-first street, between First and Third avenues, was, on motion of Alderman Linde, unanimously denied.

No. 975.

A resolution to regulate and grade between courtyard lines, set cement curb and lay cement sidewalks on Eighty-ninth street, between Third and Fifth avenues, was, on motion of Alderman Linde, amended by striking out the words "cement curb," and substituting therefor the words "bluestone curb," and, as amended, was unanimously adopted.

No. 976.

To construct a sewer in Forty-ninth street, between Eighth and Tenth avenues, was unanimously adopted.

To regulate, grade between courtyard lines, set cement curb and lay cement sidewalks on Forty-ninth street, between Fort Hamilton avenue and the old City line, was, on motion of Alderman Linde, amended to strike out the words "cement curb," and substituting therefor, the words "bluestone curb," which, as amended, was unanimously adopted.

To pave Forty-ninth street with asphalt on concrete foundation, between Fort Hamilton avenue and the old City line, was unanimously adopted.

No. 879.

To amend resolution of July 15, 1907, initiating proceedings to pave Bay Ridge avenue with asphalt on concrete foundation, between Third and Thirteenth avenues, by excluding from the provisions thereof the block between Third and Fourth avenues, was unanimously adopted.

To pave Bay Ridge avenue, between Third and Fourth avenues with asphalt on concrete foundation, was amended, on motion of Alderman Linde, by inserting the word "block" after the word "asphalt," and as amended, was unanimously adopted.

No. 977.

To regulate, grade, set curb on concrete and lay cement sidewalks on Eighth avenue, between Thirty-ninth and Forty-third streets, was unanimously adopted.

To pave Eighth avenue with asphalt on concrete foundation, between Thirty-ninth and Forty-third streets, was amended on motion of Alderman Linde, to insert the word "block" after the word "asphalt," and as amended, was unanimously adopted.

No. 482.

To amend resolution of July 15, 1907, initiating proceedings to regulate, grade, set or reset curb on concrete, and pave with granite block on concrete foundation Fifty-second street, from Second avenue to the high water line, by having the limits of said proceedings read, "from Second avenue to the bulkhead line," which was amended to read "from Second avenue to a point 420 feet west of First avenue," and as amended, was unanimously adopted.

No. 978.

To construct a sewer in Sixty-eighth street, between First and Second avenues, and from the sewer summit between Second and Third avenues to Second avenue, and in Second avenue, from the sewer summit between Senator and Sixty-eighth streets to Sixty-eighth street, was unanimously adopted.

To pave Sixty-eighth street with asphalt on concrete foundation between First and Second avenues, was unanimously adopted.

No. 979.

To grade to the level of the curb the lots lying on the north side of Fifty-seventh street, between Fifth and Sixth avenues, and on the west side of Fifth avenue, between Fifty-sixth and Fifty-seventh streets, known as Nos. 43 and 45, Block 840, was amended to read "to grade to the level of the curb the lots lying on the north side of Fifty-seventh street, between Fifth and Sixth avenues, known as Nos. 43 and 45, Block 840," which was unanimously adopted.

To enclose with a wooden rail fence six feet high the lots lying on the north side of Fifty-seventh street, between Fifth and Sixth avenues, and on the west side of Fifth avenue, between Fifty-sixth and Fifty-seventh streets, known as Nos. 43 and 45, Block 840, was, on motion of Alderman Linde, unanimously denied.

No. 980.

To grade to the level of the curb the lot lying on the north side of Sixty-second street, between Fourth and Fifth avenues, known as Nos. 49½, Block 5791, was unanimously adopted.

No. 981.

To grade to the level of the curb the lots lying on the north side of Sixty-first street, between Fourth and Fifth avenues, wherever necessary, was unanimously adopted.

No. 982.

To grade to the level of the curb the lot lying on the north side of Eighty-fifth street, between First and Second avenues, known as No. 25, Block 6023, was unanimously adopted.

No. 983.

To grade to the level of the curb the lot lying on the east side of Third avenue, between Eighty-eighth and Eighty-ninth streets, known as No. 1, Block 6062, was unanimously adopted.

No. 787.

To grade to the level of the curb for a distance of 15 feet from the building line the lot lying on the south side of Fifty-second street, between Ninth and Tenth avenues, known as No. 11, Block 5659, was unanimously adopted.

No. 985.

To lay cement sidewalks opposite the lots lying on the north side of Eighth street, between Second and Third avenues; on the east side of Second avenue, between Seventh and Eighth streets; on the south side of Seventh street, between Second and

Third avenues, known as Nos. 1, 10, 21 and 62, Block 996, was laid over until the meeting after March 10, on motion of Alderman Heffernan.

To lay cement sidewalks opposite the lots lying on the north side of Seventh street, between Second and Third avenues, known as Nos. 1, 54 and 44, Block 999, was laid over until the meeting after March 10, on motion of Alderman Kenney.

No. 986.

To lay cement sidewalks opposite the lots lying on the west side of Third avenue, between Sixtieth and Sixty-first streets, known as No. 1, Block 5780, was unanimously adopted.

To lay cement sidewalks opposite the lot lying on the west side of Third avenue, between Sixty-first and Sixty-second streets, known as No. 25, Block 5789, was unanimously adopted.

To lay cement sidewalks opposite the lots lying on the west side of Third avenue, between Sixty-second and Sixty-third streets, known as Nos. 1 and 27, Block 5798, was unanimously adopted.

To lay cement sidewalks opposite the lot lying on the west side of Third avenue, between Sixty-third and Sixty-fourth streets, known as No. 1, Block 5807, was unanimously adopted.

To lay cement sidewalks opposite the lots lying on the west side of Third avenue, between Sixty-fifth and Sixty-sixth streets, known as Nos. 8 and 11, Block 5825, was unanimously adopted.

To lay cement sidewalks opposite the lots lying on the west side of Third avenue, between Sixty-seventh and Sixty-eighth streets, known as Nos. 37, 40 and 45, Blocks 5849 and 5853, was unanimously adopted.

To lay cement sidewalks opposite the lots lying on the east side of Third avenue, between Sixty-third and Sixty-fourth streets, known as Nos. 1, 2 and 7, Block 5808, was unanimously adopted.

To lay cement sidewalks opposite the lot lying on the east side of Third avenue, between Sixty-fourth and Sixty-fifth streets, known as No. 1, Block 5817, was unanimously adopted.

To lay cement sidewalks opposite the lots lying on the east side of Third avenue, between Eighty-sixth and Eighty-seventh streets, known as Nos. 1 and 7, Block 6044, was unanimously adopted.

To lay cement sidewalks opposite the lots lying on the east side of Third avenue, between Eighty-seventh and Eighty-eighth streets, known as Nos. 1 and 5, Block 6049, was unanimously adopted.

No. 987.

To enclose with a wooden rail fence 6 feet high the lots lying on the north side of Thirty-fourth street, between Fourth and Fifth avenues, known as Nos. 68 and 70, Block 685, was, on motion of Alderman Heffernan, laid over until after March 10, 1908.

No. 988.

To enclose with a wooden rail fence 6 feet high the lot lying on the north side of Forty-eighth street, between Fourth and Fifth avenues, known as No. 56, Block 765, was unanimously adopted.

No. 989.

To enclose with a wooden rail fence 6 feet high the lots lying on the south side of Thirty-first street, between Fourth and Fifth avenues, and on the east side of Fourth avenue, between Thirty-first and Thirty-second streets, known as Nos. 6, 7, 8 and 12, Block 677, was, on motion of Alderman Heffernan, laid over until after March 10, 1908.

No. 990.

To enclose with a wooden rail fence 6 feet high the lot lying on the south side of Sixteenth street, between Third and Hamilton avenues, known as No. 17, Block 1050, was unanimously adopted.

No. 991.

To enclose with a wooden rail fence 6 feet high the lots lying on the east side of Fourth avenue, between Forty-second and Forty-third streets; on the south side of Forty-second street, between Fourth and Fifth avenues, and on the north side of Forty-third street, between Fourth and Fifth avenues, known as Nos. 1 and 6, Block 724 was unanimously adopted.

No. 992.

To enclose with a wooden rail fence 6 feet high the lot lying on the southeast corner of Fifth avenue and Forty-seventh street, known as No. 8, Block 766, was unanimously adopted.

The meeting adjourned.

CHARLES FREDERICK ADAMS, Borough Secretary.

MINUTES OF A DULY ADVERTISED MEETING OF THE LOCAL BOARD OF THE BAY RIDGE DISTRICT.

Monday, February 24, 1908, at 2.30 p. m.

The roll was called, and the following members answered to their names:

Hon. Bird S. Coler, President of the Borough, presiding; Alderman Heffernan, Kenney and Linde.

The Secretary presented resolutions initiating proceedings for the following improvements:

No. 503.

To regulate, grade, set cement curb and lay cement sidewalks on Eighty-eighth street, between Third avenue and the Shore road, was referred to the Alderman of the district.

No. 503.

To pave Eighty-third street, with asphalt on concrete foundation, between Third avenue and the Shore road, was referred to the Alderman of the district.

No. 93.

To construct a sewer in both sides of Seventy-fifth street, from a point about 583 feet west of Tenth avenue to Tenth avenue, was unanimously adopted.

No. 10 (Red Hook).

To alter the map or plan of The City of New York, by widening Fifth street, between Second avenue and the Gowanus Canal, by adding 30 feet to the southerly side thereof, was referred to the Alderman of the district.

No. 996.

To construct sewers in Sixty-sixth street, between Fourth and Fifth avenues, and between Sixth and Fort Hamilton avenues; and in the southeast side of Fourth avenue, between Sixty-sixth and Sixty-seventh streets; in both sides of Seventh avenue, between Sixty-sixth and Sixty-fifth streets, and in Ninth avenue, between Sixty-sixth and Sixty-seventh streets, was unanimously adopted.

No. 1010.

To pave Seventy-third street, between Second and Third avenues, with asphalt on concrete foundation, was unanimously adopted.

No. 998.

To pave Thirteenth avenue, with asphalt on concrete foundation, between Eighty-second and Eighty-sixth streets, was unanimously adopted.

No. 1000.

To regulate and grade between courtyard lines, set cement curb and lay cement sidewalks on Eighty-third street, between Twelfth and Thirteenth avenues, was referred to the Alderman of the district.

No. 1000.

To pave Eighty-third street, with asphalt on concrete foundation, between Twelfth and Thirteenth avenues, referred to the Alderman of the district.

No. 999.

To construct a sewer under the sidewalk on the easterly side of the Shore road, between Second avenue and Ninety-sixth street, was unanimously adopted.

No. 1001.

To pave Seventy-fifth street with asphalt on concrete foundation, between Fort Hamilton and Tenth avenues, was unanimously adopted.

No. 1002.

To lay cement sidewalks on the south side of Eighty-fourth street, between Second and Third avenues, where not already laid, was unanimously adopted.

To lay cement sidewalks on the north side of Eighty-fifth street, between Second and Third avenues, where not already laid, was unanimously adopted.

Meeting adjourned.

CHARLES FREDERICK ADAMS, Secretary.

MINUTES OF A DULY ADVERTISED MEETING OF THE LOCAL BOARD OF THE BAY RIDGE DISTRICT.

Friday, April 2, 1908, at 2.30 p. m.

The roll was called and the following members answered to their names:

Hon. Desmond Dunne, Commissioner of Public Works, presiding; Aldermen Heffernan, Kenney and Linde.

No. 10 (1904—Red Hook).

Fifth Street—To alter the map or plan of The City of New York, by widening Fifth street, between Second avenue and the Gowanus Canal, by adding 30 feet to the southerly side thereof. Unanimously denied on motion of Alderman Kenney.

No. 961.

Court Street—To alter the map or plan of The City of New York, by locating the width of Court street, between Bryant street and the Gowanus Canal, from 80 feet to 60 feet, by taking 20 feet from the easterly side thereof. Laid over on motion of Alderman Linde.

No. 962.

New Streets—To alter the map or plan of The City of New York, by locating and laying out two new streets, extending from Sixty-seventh street to Sixty-eighth street, between Fifth and Sixth avenues, each to be 50 feet wide. Unanimously adopted.

No. 1006.

Seventy-fourth Street—To rescind resolution of October 31, 1907, initiating proceedings to open Seventy-fourth street, from the Shore road to First avenue. Unanimously adopted.

No. 30-A (1904).

Tenth Avenue—To construct sewer basins in Tenth avenue, at the westerly and southerly corners of Bay Ridge avenue; at all four corners of Seventy-third street, and at all four corners of Seventy-fourth street, and a sewer in Tenth avenue, between Seventy-seventh and Seventy-ninth streets; and outlet sewers in Seventy-eighth street, between Tenth and Fort Hamilton avenues; in the easterly side of Fort Hamilton avenue, between Seventy-eighth street and Seventh avenue, and in the easterly side of Seventh avenue, between Fort Hamilton avenue and Seventy-ninth street. Unanimously adopted.

No. 1004.

Eighth Avenue—To construct sewer basins at the northerly and westerly corners of Eighth avenue and Forty-third street. Unanimously adopted.

No. 1005.

Eighth Avenue—To construct sewers in Eighth avenue, between Thirty-seventh and Thirty-ninth streets, between Fortieth and Forty-second streets, and between Forty-third and Forty-fourth streets. Unanimously adopted.

No. 1007.

Seventh Avenue—To construct a sewer in Seventh avenue, between Thirty-seventh and Thirty-ninth streets, and an outlet sewer in Thirty-eighth street, between Sixth and Seventh avenues. Unanimously adopted.

No. 1008.

Sixth Avenue—To construct a sewer in Sixth avenue, between Thirty-sixth and Thirty-ninth streets, and an outlet sewer in Thirty-eighth street, between Fifth and Sixth avenues. Unanimously adopted.

No. 1009.

Thirty-eighth Street—To construct a sewer in Thirty-eighth street, between Seventh and Fort Hamilton avenues. Unanimously adopted.

No. 977.

Eighth Avenue—To regulate, grade, set curb on concrete, and lay cement sidewalks on Eighth avenue, between Thirty-ninth and Fortieth streets. Unanimously adopted.

No. 974.

Eighth Avenue—To open Eighth avenue from the former City line to Fiftieth street. Unanimously adopted.

No. 99.

Shore Road—To construct sewer in the Shore road, between Second avenue and Ninety-sixth street, and an outlet sewer in Ninety-fifth street, between the Shore road and Marine avenue. Unanimously denied on motion of Alderman Heffernan.

Ninety-fifth Street—To open Ninety-fifth street, from the Shore road to Marine avenue. Unanimously denied on motion of Alderman Heffernan.

No. 1010.

Seventy-third Street—To pave Seventy-third street with asphalt on concrete foundation, between Second and Third avenues, and recommending to the Board of Estimate and Apportionment that it assume on behalf of the City five-sevenths of the cost and expense of said improvement, the balance to be assessed against the abutting property. Unanimously adopted.

No. 1001.

Seventy-fifth Street—To construct a sewer basin at the southerly corner of Seventy-fifth street and Fort Hamilton avenue. Unanimously adopted.

No. 1011.

Fifty-fourth Street—To pave Fifty-fourth street, between Sixth and Seventh avenues, with asphalt on concrete foundation, which was amended on motion of Alderman Linde to read as follows: To pave Fifty-fourth street with asphalt block on concrete foundation, between Sixth and Seventh avenues, and as amended was unanimously adopted.

No. 1012.

Fifty-ninth Street—To regulate, grade, set curb on concrete and lay cement sidewalks where not already laid on Fifty-ninth street between Sixth and Seventh avenues, which was amended to read to regulate, grade, set medina curb and lay cement sidewalks where not already laid on Fifty-ninth street, between Sixth and Seventh avenues, and as amended was unanimously adopted.

Fifty-ninth Street—To pave Fifty-ninth street with asphalt on concrete foundation, between Sixth and Seventh avenues. Unanimously adopted.

No. 1013.

Eleventh Avenue—To pave Eleventh avenue with asphalt on concrete foundation, between Bay Ridge avenue and Seventy-ninth street. Unanimously adopted.

No. 879.

Bay Ridge Avenue—To amend resolution of July 15, 1907, initiating proceedings to pave Bay Ridge avenue with asphalt on concrete foundation, between Third and Thirteenth avenues, by excluding from the provisions thereof the blocks between Third and Fifth avenues. Unanimously adopted.

Bay Ridge Avenue—To pave Bay Ridge avenue with asphalt on concrete foundation between Third and Fifth avenues, which was amended to read as follows: To pave Bay Ridge avenue with asphalt block on concrete foundation, between Third and Fifth avenues, and as amended was unanimously adopted.

## No. 1014.

Fifty-fourth Street—To grade to the level of the curb the vacant lots lying on the south side of Fifty-fourth street, between Sixth and Seventh avenues. Unanimously adopted.

## No. 1015.

Forty-first Street—To grade to the level of the curb the lots lying on the north side of Forty-first street, between Third and Fourth avenues, known as Nos. 51 and 53, Block 713. Unanimously adopted.

## No. 1016.

Prospect Avenue—To grade to the level of the curb the lot lying on the south side of Prospect avenue, between Tenth and Eleventh avenues, known as No. 3, Block 872. Unanimously adopted.

## No. 979.

Fifty-seventh Street—To grade to the level of the curb the lots lying on the north side of Fifty-seventh street, between Fifth and Sixth avenues, and on the west side of Sixth avenue, between Fifty-sixth and Fifty-seventh streets, known as Nos. 43 and 45, Block 840. Unanimously adopted.

Fifty-seventh Street—To enclose with a wooden rail fence six feet high the lots lying on the north side of Fifty-seventh street, between Fifth and Sixth avenues, and on the west side of Sixth avenue, between Fifty-sixth and Fifty-seventh streets, known as Nos. 43 and 45, Block 840. Unanimously adopted.

## No. 1017.

To lay cement sidewalks opposite the following described lots: Prospect Avenue—Lying on the south side of Prospect avenue, between Prospect Park West and Tenth avenue, and on the west side of Tenth avenue, between Prospect avenue and Seventeenth street, known as Nos. 18, 20, 21, 22, 24, 26, 28, 31, 32, 33, 35, 37 and 40, Block 871. Unanimously adopted.

Prospect Avenue—On the south side of Prospect avenue, between Tenth and Eleventh avenues, and on the east side of Tenth avenue, between Prospect avenue and Seventeenth street, known as Nos. 3, 4, 7, 17, 20, 25, 29, 31, 33 and 74, Block 872. Unanimously adopted.

## No. 1018.

Eighth Street—On the south side of Eighth street, between Second and Third avenues, known as Nos. 2, 3, 12 and 13, Block 1002. Unanimously adopted.

## No. 1019.

Eighty-fifth Street—On the north side of Eighty-fifth street, between Tenth and Eleventh avenues, known as Nos. 49, 55, 58, 68 and 1, Block 6030. Unanimously adopted.

## No. 1002.

Eighty-fourth Street—On the south side of Eighty-fourth street, between Second and Third avenues, and on the north side of Eighty-fifth street, between Second and Third avenues, known as Nos. 38, 51 and 53, Block 6024, which was unanimously adopted.

On the south side of Eighty-fifth street, between Second and Third avenues, known as No. 40, Block 6033. Unanimously adopted.

## No. 985.

The matter of enclosing with a wooden rail fence six feet high the lots lying on the north side of Eighth street, between Second and Third avenues; on the east side of Second avenue, between Seventh and Eighth streets, and on the south side of Seventh street, between Second and Third avenues, known as Nos. 1, 10, 21 and 62, Block 996, which was laid over on motion of Alderman Kenney.

On the north side of Seventh street, between Second and Third avenues, known as Nos. 1, 54 and 44, Block 991. Unanimously adopted.

## No. 1020.

On the east side of Third avenue, between Thirty-fourth and Thirty-fifth streets, known as No. 10, Block 688, which was unanimously adopted.

On the north side of Thirty-fourth street, between Third and Fourth avenues, known as No. 65, Block 684. Unanimously adopted.

## No. 948.

On the north side of Sixtieth street, between Eighth and Ninth avenues, known as Nos. 43, 52 to 57, inclusive, 59, 64 to 69, inclusive, 71, 73 and 1, Block 5707, which was unanimously adopted.

To enclose with a wooden rail fence six feet high the following described lots:

## No. 989.

On the south side of Thirty-first street, between Fourth and Fifth avenues, and on the east side of Fourth avenue, between Thirty-first and Thirty-second streets, known as Nos. 6, 7, 8 and 12, Block 677, which was unanimously adopted.

## No. 987.

On the north side of Thirty-fourth street, between Fourth and Fifth avenues, known as Nos. 68 and 70, Block 685. Unanimously adopted.

## No. 1021.

On the south side of Forty-ninth street, between Second and Third avenues, known as No. 31, Block 781. Unanimously adopted.

## No. 1000.

To regulate and grade between courtyard lines, set cement curb and lay cement sidewalks on Eighty-third street, between Twelfth and Thirteenth avenues. Unanimously denied on motion of Alderman Linde.

To pave Eighty-third street, with asphalt on concrete foundation, between Twelfth and Thirteenth avenues. Unanimously denied on motion of Alderman Linde.

Meeting adjourned.

CHARLES FREDERICK ADAMS, Borough Secretary.

## MINUTES OF A DULY ADVERTISED MEETING OF THE BAY RIDGE LOCAL BOARD.

Thursday, April 30, 1908, at 2.30 p. m.

Present—Hon. Desmond Dunne, Commissioner of Public Works (presiding), and Alderman Kenney.

The Secretary presented resolutions initiating the following improvements:

## No. 967.

To regulate and grade between courtyard lines, set cement curb and lay cement sidewalks on Whitwell place, between Carroll and First streets. Resolution unanimously adopted.

To pave Whitwell place with asphalt on concrete foundation, between Carroll and First streets. Unanimously adopted.

## No. 43 (Red Hook).

On motion of Alderman Kenney the following matters were laid over owing to the absence of the Alderman of the District:

To lay cement sidewalks opposite the lots lying on the west side of Clinton street, between West Ninth and Mill streets, known as Nos. 33, 34, 35 and 36, Block 540.

To lay cement sidewalks opposite the lots lying on the west side of Clinton street, between Mill and Centre streets, known as Nos. 28 to 37, inclusive, Block 551.

## No. 154 (Prospect Heights).

The following matter was laid over on motion of Alderman Kenney, owing to the absence of the Alderman of the district:

To enclose with a wooden rail fence six feet high, the lot lying on the south side of Seventeenth street, between Prospect Park West and Tenth avenue, known as No. 24, Block 877.

The meeting adjourned.

CHARLES FREDERICK ADAMS, Borough Secretary.

## MINUTES OF A DULY ADVERTISED MEETING OF THE LOCAL BOARD OF THE BAY RIDGE DISTRICT.

Wednesday, May 27, 1908, at 2.30 p. m.

The roll was called and the following members answered to their names.

John A. Heffernan, Private Secretary to the Borough President, presiding, in accordance with the following designation dated May 27, 1908:

In accordance with section 383 of the Greater New York Charter, the office of the Commissioner of Public Works being vacant, I hereby appoint John A. Heffernan, Private Secretary to the Borough President, and designate him to act in my stead at a meeting of the Local Board of the Bay Ridge District, to be held at 2.30 o'clock in Room No. 2, Borough Hall, on the afternoon of May 27.

BIRD S. COLER, President of the Borough.

—Aldermen Heffernan, Kenney and Linde.

The Secretary read the designation of the presiding officer, and the same was spread on the minutes.

The Secretary presented the following resolutions initiating the following improvements:

## No. 961.

To alter the map or plan of The City of New York by reducing the width of Court street, between Bryant street and the Gowanus Canal, from 80 feet to 60 feet, by taking 20 feet from the easterly side thereof, which was withdrawn from consideration on motion of Alderman Heffernan.

## No. 912.

To regulate and grade between courtyard lines, set cement curb and lay cement sidewalks on Ninety-seventh street, between Fourth and Fort Hamilton avenues, which was amended by striking therefrom "cement curb," and substituting in place thereof "medina or blue stone curb," and, as amended, was unanimously adopted.

To pave Ninety-seventh street with asphalt block on concrete foundation, between Fourth and Fort Hamilton avenues, was unanimously adopted.

## No. 847.

To regulate, grade, set stone curb on concrete foundation and lay cement sidewalks on Sixty-fifth street, between Fifth and Seventh avenues, which was amended by striking therefrom the words "stone curb," and substituting in place thereof the words "medina or blue stone curb," and, as amended, unanimously adopted.

## No. 1005.

To open Eighth avenue, from Thirty-seventh street to Thirty-ninth street, excepting the land occupied by the rights of way of the Brooklyn, Bath and West End Railroad, of the Prospect Park and Coney Island and of the South Brooklyn Terminal Railroads, was unanimously adopted.

## No. 395.

To amend resolution of November 2, 1905, initiating proceedings to pave Forty-fourth street with asphalt on concrete foundation, between Sixth and Fort Hamilton avenues, by excluding from the provisions thereof the portion of said Forty-fourth street lying between Sixth and Seventh avenues, was unanimously adopted.

## No. 1022.

To regulate, grade, set cement curb and lay cement sidewalks on Eighty-second street, between Third and Sixth avenues, was amended by striking therefrom the words "cement curb" and substituting therefor the words "medina or bluestone curb," and, as amended, was unanimously adopted.

To construct a sewer in Eighty-second street, between Fourth and Sixth avenues, was unanimously adopted.

## No. 1023.

To regulate, grade, set cement curb and lay cement sidewalks on Twelfth avenue, between Sixty-third street and Bay Ridge avenue, was amended by striking the words "cement curb" and substituting therefor the words "medina or bluestone curb," and, as amended, was unanimously adopted.

## No. 1024.

To construct a sewer basin at the northerly corner of Fifty-fifth street and Ninth avenue, was unanimously adopted.

## No. 469.

To amend resolution of July 15, 1907, initiating proceedings to open Eighty-second street, between the Shore road and First avenue, and between Third and Fourth avenues, by excluding from the provisions thereof the portion of said Eighty-second street lying between First and Narrows avenues, was unanimously adopted.

## No. 129.

To amend resolution of June 30, 1904, initiating proceedings to pave Fortieth street with asphalt on concrete foundation, between Sixth and Fort Hamilton avenues, by excluding from the provisions thereof the portion of said Fortieth street lying between New Utrecht avenue and Fort Hamilton avenue, was unanimously adopted.

## No. 953.

No action.

## No. 503.

To regulate and grade between courtyard lines, set cement curb and lay cement sidewalks on Eighty-eighth street, between Third avenue and the Shore road, which was amended to read as follows: "To regulate and grade between courtyard lines and set medina or bluestone curb on concrete foundation and lay cement sidewalks on Eighty-eighth street, from Second avenue to Third avenue, and set medina or bluestone curb on concrete foundation and lay cement sidewalks on Eighty-eighth street, between Second avenue and the Shore road, where not already done," and, as amended, adopted.

To pave Eighty-eighth street with asphalt block on concrete foundation, between First and Second avenues, and with sheet asphalt on concrete foundation, between the Shore road and First avenue, and between Second and Third avenues, which was amended to read "To pave with sheet asphalt on concrete foundation, between Second and Third avenues," and, as amended, was unanimously adopted.

## No. 619.

To construct a sewer in Gelston avenue, between Eighty-second and Eighty-eighth streets, was unanimously adopted.

## No. 1025.

To pave Fiftieth street with asphalt block on concrete foundation, between Eighth and Fort Hamilton avenues, was unanimously adopted.

To lay cement sidewalks, where not already laid, on Fiftieth street, between Eighth and Fort Hamilton avenues, was unanimously adopted.

## No. 1013.

To regulate, grade, set cement curb and lay cement sidewalks on Eleventh avenue, between Bay Ridge avenue and Seventy-ninth street, which was amended by striking therefrom the words "cement curb" and substituting therefor the words "medina or bluestone curb," and, as amended, was unanimously adopted.

To construct a sewer in Eleventh avenue, between Bay Ridge avenue and Seventy-ninth street, and outlet sewers in Seventy-fourth street, between Eleventh and Tenth avenues; in Seventy-sixth street, between Eleventh and Tenth avenues, and in Seventy-eighth street, between Eleventh and Tenth avenues, was unanimously adopted.

## No. 1026.

To pave Fifty-seventh street with sheet asphalt on concrete foundation and to relay brick gutters on a concrete foundation, between Seventh and Eighth avenues, which was amended to read "To pave Fifty-seventh street with sheet asphalt on concrete foundation, between Seventh and Eighth avenues," and, as amended, was unanimously adopted.

## No. 1027.

To pave Forty-eighth street with asphalt on concrete foundation and to set cement curb and lay cement sidewalks, where not already done, between Sixth and Seventh avenues, which was amended to read "To pave Forty-eighth street with asphalt on concrete foundation and to set cement curb and lay cement sidewalks, where not already done, between Sixth and Seventh avenues," and, as amended, was unanimously adopted.

concrete foundation and set medina or bluestone curb and lay cement sidewalks, where not already done, between Sixth and Seventh avenues," and, as amended, was unanimously adopted.

No. 1028.

To pave Seventy-fourth street with asphalt on concrete foundation, between Fourth and Sixth avenues, was unanimously adopted.

No. 1029.

To pave Eightieth street with asphalt on concrete foundation, between First and Second avenues, was unanimously adopted.

No. 368.

To amend resolution of June 6, 1906, initiating proceedings to open Sixty-fourth street, between Fourth and Sixth avenues, excepting the land occupied by the Long Island Railroad and the Sea Beach Railroad, by excluding from the provisions thereof the block on Sixty-fourth street between Fifth and Sixth avenues, which was referred to the Alderman of the district on motion of Alderman Linde.

No. 937.

To rescind resolution of November 6, 1907, initiating proceedings to open Sixty-fifth street, between Fourth and Fifth avenues, excepting the land occupied by the tracks of the Long Island Railroad and of the New York and Sea Beach Railroad, was laid over on motion of the Alderman of the district.

No. 1030.

To grade to the level of the curb the lot lying on the north side of Warren street, between Hoyt and Bond streets, known as No. 55, Block 392, was denied on motion of Alderman Kenney.

To enclose with a wooden rail fence 6 feet high the lot lying on the north side of Warren street, between Hoyt and Bond streets, known as No. 55, Block 392, was unanimously denied on motion of Alderman Kenney.

No. 787.

To grade to the level of the curb the lot lying on the south side of Fifty-second street, between Ninth and Tenth avenues, was amended to read "To grade to the level of the curb for a distance of 30 feet back of the building line, the lot lying on the south side of Fifty-second street, between Ninth and Tenth avenues, known as No. 11, Block 5659," and, as amended, was unanimously adopted.

No. 980.

To amend resolution of February 3, 1908, directing that the lot lying on the north side of Sixty-second street, between Fourth and Fifth avenues, known as No. 49½, Block 5791, be graded to the level of the curb, to read as follows: "To grade to the level of the curb the easterly portion of the lot lying on the north side of Sixty-second street, between Fourth and Fifth avenues, known as No. 49½, Block 5791," was unanimously adopted.

No. 1031.

To grade to the level of the curb the lots lying on the east side of Fifth avenue, between Fortieth and Forty-first streets, known as Nos. 1, 2, 4, 5, 6 and 7, Block 917, for a distance of 30 feet back from the building line of Fifth avenue, was unanimously adopted.

No. 981.

To grade to the level of the curb the lots lying on the northeast side of Sixty-first street, between Fourth and Fifth avenues, known as Nos. 62, 63, 67, and that portion of No. 64 along the front and rear, within 20 feet of the front and rear lines, respectively, and along the two sides within 10 feet of the side line in Block 5782, was unanimously adopted.

No. 1032.

To grade to the level of the curb the lots lying on the southeast side of Sixth avenue, between Fortieth and Forty-first streets, known as Nos. 1, 6 and 7, Block 918, which was amended by adding the words "for a distance of 30 feet from building line," and, as amended, was unanimously adopted.

No. 985.

To lay cement sidewalks opposite the following described lots: On the north side of Eighth street, between Second and Third avenues; on the east side of Second avenue, between Seventh and Eighth streets, and on the south side of Seventh street, between Second and Third avenues, known as Nos. 1, 10, 21 and 62, Block 996.

On the north side of Seventh street, between Second and Third avenues, known as Nos. 1, 54, 44, Block 991.

The above two resolutions were laid over on motion of Aldermen Kenney.

No. 43 (Red Hook).

To lay cement sidewalks opposite the following described lots: On the west side of Clinton street, between West Ninth and Mill streets, known as Nos. 33, 34, 35 and 36, Block 540.

On the west side of Clinton street, between Mill and Centre streets, known as Nos. 28 to 37, inclusive, Block 551.

The above two resolutions were laid over on motion of Alderman Heffernan.

No. 1033.

To lay cement sidewalks opposite the following described lots: On both sides of Bush street, between Hamilton avenue and Clinton street, where not already done.

On both sides of Bush street, between Clinton and Henry streets, where not already done.

On both sides of Bush street, between Henry and Columbia streets, where not already done.

On both sides of Lorraine street, between Hamilton avenue and Clinton street, where not already done.

On both sides of Lorraine street, between Clinton and Henry streets, where not already done.

On both sides of Lorraine street, between Columbia and Henry streets, where not already done.

The above resolutions were laid over on motion of Alderman Heffernan.

No. 1034.

To lay cement sidewalks opposite the lots lying: On the north side of Sixth street, between Third and Fourth avenues, and on the west side of Fourth avenue, between First and Sixth streets, where not already done, which was laid over on motion of Alderman Kenney.

No. 1035.

To lay cement sidewalks opposite the lots lying: On the north side of Fifty-first street, between First and Second avenues, known as Nos. 1, 41 and 58, Block 788, was unanimously adopted.

No. 1035.

To lay cement sidewalks opposite the lots lying: On the south side of Fifty-first street, between First and Second avenues, known as No. 1, Block 796, unanimously adopted.

No. 1036.

To lay cement sidewalks opposite the lot lying: On the north side of Fifty-seventh street, between Fifth and Sixth avenues, known as No. 45, Block 840, unanimously adopted.

No. 1037.

To lay cement sidewalks opposite the lot lying: On the south side of Fiftieth street, between Fifth and Sixth avenues, known as Nos. 24, 25, 10, 19 and 20, Block 792, unanimously adopted.

To inclose with a wooden rail fence, 6 feet high, the following described lots: On the south side of Fiftieth street, between Fifth and Sixth avenues, known as Nos. 24 and 25, Block 792, unanimously adopted.

No. 154, Prospect Heights.

To inclose with a wooden rail fence, 6 feet high, the lots lying: On the south side of Seventeenth street, between Prospect Park West and Tenth avenue, known as No. 24, Block 877, unanimously adopted.

No. 1038.

To inclose with a wooden rail fence, 6 feet high, the lots lying: On the south side of Eighteenth street, between Sixth and Seventh avenues, and on the north side of Nineteenth street, between Sixth and Seventh avenues, known as Nos. 21 and 60, Block 880, was unanimously adopted.

No. 1039.

To inclose with a wooden rail fence, 6 feet high, the lots lying: On the north side of Nineteenth street, between Seventh and Eighth avenues, known as Nos. 57 and 64, Block 881, unanimously adopted.

No. 1040.

To inclose with a wooden rail fence, 6 feet high, the lots lying: On the east side of Fifth avenue, between Forty-fourth and Forty-fifth streets; on the south side of Forty-fourth street, between Fifth and Sixth avenues; on the west side of Sixth avenue, between Forty-fourth and Forty-fifth streets, and on the north side of Forty-fifth street, between Fifth and Sixth avenues, known as Nos. 5, 10, 37 and 42, Block 739, unanimously adopted.

No. 1041.

To inclose with a wooden rail fence, 6 feet high, the lots lying: On the north side of Forty-sixth street, between Fourth and Fifth avenues, known as Nos. 47, 48, 49, 51 and 52, Block 747, unanimously adopted.

No. 1042.

To inclose with a wooden rail fence, 6 feet high, the lots lying: On the north side of Fifty-fifth street, between First and Second avenues, and on the east side of First avenue, between Fifty-fourth and Fifty-fifth streets, known as Nos. 58 and 60, Block 820, unanimously adopted.

On the south side of Fifty-fifth street, between First and Second avenues, known as No. 12, Block 828, unanimously adopted.

No. 1043.

To regulate, grade between courtyard lines, set cement curb and lay cement sidewalks on Seventy-sixth street, between Fifth and Sixth avenues, which was amended by striking out the words "cement curb" and substituting therefor the words "medina or blue stone curb" and as amended unanimously adopted.

To pave Seventy-sixth street, between Fifth and Sixth avenues, with asphalt on concrete foundation, was unanimously adopted.

No. 1044.

To lay crosswalks at the following intersection of Fifth avenue; at all four crossings of Bay Ridge avenue; at the northerly, southerly and easterly crossings of Seventy-first street; at the northerly and southerly crossings of Seventy-second street; and at the northerly and southerly crossings of Seventy-third street; which was amended to read: "To lay crosswalks on Fifth avenue, at all four crossings of Bay Ridge avenue; at the north and south crossings of Ovington avenue; at the north and south crossings of Seventy-second street; and at the north and south crossing of Seventy-third street," and as amended unanimously adopted.

No. 1012.

To regulate, grade, set curb on concrete and lay cement sidewalks where not already laid, on Fifty-ninth street, between Sixth and Seventh avenues, which was amended by adding after the word "set" the words "medina or blue stone curb on concrete," and as amended was unanimously adopted.

No. 964.

To regulate and grade between courtyard lines set cement curb and lay cement sidewalks on Sixty-sixth street, between Fifth and Seventh avenues, which was amended by striking therefrom the words "cement curb" and substituting therefor the words "medina or blue stone curb on concrete," and as amended was unanimously adopted.

On motion, the meeting adjourned.

CHARLES FREDERICK ADAMS, Borough Secretary.

#### MINUTES OF A DULY ADVERTISED MEETING OF THE FLATBUSH DISTRICT.

Monday, February 17, 1908, at 2:30 p. m.

The roll was called and the following members answered to their names: Hon. Bird S. Coler, President of the Borough, presiding; Aldermen Potter, Esterbrook and Morrison.

The Secretary presented resolution initiating the following improvements.

No. 810.

To alter the map or plan of The City of New York by reducing the width of East Twelfth street, between Avenue W and Canal avenue, by taking 40 feet from the easterly side thereof, was, on motion of Alderman Esterbrook laid over.

No. 811.

To alter the map or plan of The City of New York by changing the grade on Eightieth street, between Twenty-second and Twenty-third avenues, was, on motion of Alderman Esterbrook, laid over.

No. 931 (Bay Ridge).

To alter the map or plan of The City of New York by striking therefrom Emmons lane (Emmers lane), lying between Avenues X and Y, extending from Sheepshead Bay road to Ocean avenue, was, on motion of Alderman Esterbrook laid over.

No. 943 (Bay Ridge).

To alter the map or plan of The City of New York by locating and laying out Twentieth avenue, from West street to Avenue I, was, on motion of Alderman Potter, unanimously adopted.

No. 812.

To alter the map or plan of The City of New York by changing the grade on West Tenth street, between Surf avenue and the highwater line of the Atlantic Ocean, was, on motion of Alderman Potter, laid over.

No. 565 (Bay Ridge).

To alter the map or plan of The City of New York by locating and laying out as a public place the triangular parcel of ground bounded by New Utrecht avenue, Sixty-second street and Fourteenth avenue, was, on motion of Alderman Potter, denied.

No. 524.

To alter the map or plan of The City of New York by striking therefrom Old Clove road, or Canarsie avenue, between Winthrop and Clarkson streets, was unanimously adopted.

No. 813.

To alter the map or plan of The City of New York by striking therefrom Bergen lane, from Gravesend avenue to Avenue I, was unanimously adopted.

No. 814.

To alter the map or plan of The City of New York by locating and laying out Woodside avenue, from Gravesend avenue to East Second street, was unanimously adopted.

## No. 815.

To alter the map or plan of the The City of New York by locating and laying out an extension to West street from Forty-seventh street to Eighteenth avenue, was on motion of Alderman Morrison, unanimously denied.

## No. 929 (Bay Ridge).

To amend resolution of November 6, 1907, initiating proceedings to open Fifty-fifth street from Fifteenth avenue to Washington Cemetery, excepting the land occupied by the tracks of the Long Island Railroad, by excluding from the provisions thereof that portion of Fifty-fifth street lying between New Utrecht avenue and Sixteenth avenue, was unanimously adopted.

## No. 691 (Bay Ridge).

To open Avenue J, from Ocean parkway to East Sixteenth street, excepting the property occupied by the tracks of the Long Island Railroad and of the Brooklyn and Brighton Beach Railroad, was unanimously adopted.

## No. 212.

To amend resolution of December 4, 1907, initiating proceedings to open Fenimore street, between Nostrand and Kingston avenues, and between Albany and Troy avenues, to read as follows: "To open Fenimore street, from Ocean avenue to Flatbush avenue; from Rogers avenue to Kingston avenue, and from Albany avenue to Troy avenue, excepting the property occupied by the tracks of the Brooklyn and Brighton Beach Railroad," was, on motion of Alderman Esterbrook, denied.

## No. 816.

To open Fenimore street, between Ocean and Flatbush avenues, excepting the property occupied by the tracks of the Brooklyn and Brighton Beach Railroad, was unanimously adopted.

## No. 676 (Bay Ridge).

To open Twenty-first avenue, from Eighty-fourth street to the Bulkhead line, excepting the land occupied by the tracks of the Brooklyn, Bath and West End Railroad, was unanimously adopted.

## No. 810 (Bay Ridge).

To amend resolution of October 31, 1907, initiating proceedings to open Eighty-third street, between Fifteenth and Stillwell avenues, by excluding from the provisions thereof the block lying between Seventeenth and Eighteenth avenues, was unanimously adopted.

## No. 556 (Bay Ridge).

To open East Twenty-first street, between Farragut road and Avenue K, excepting the land occupied by the tracks of the Long Island Railroad, was unanimously adopted.

To open East Twenty-fourth street, from Farragut road to a point 460 feet north of the northerly side of Avenue K, and from a point 640 feet south of the southerly side of Avenue L to Kings highway, excepting the property occupied by the tracks of the Long Island Railroad Company, was, on motion of Alderman Potter, laid over.

To open Flatlands avenue, from Avenue P to the road to Kimballs landing, was unanimously adopted.

## No. 557 (Bay Ridge).

To rescind resolution of June 28, 1906, initiating proceedings to open Avenue M, from Ocean avenue to Ocean parkway, excepting the land occupied by the tracks of the Long Island Railroad and of the Brooklyn and Brighton Beach Railroad, was, on motion of Alderman Morrison, laid over by the following vote:

Affirmative—President Coler, Aldermen Esterbrook and Morrison.

Negative—Alderman Potter.

To request the Board of Estimate and Apportionment to rescind its resolution of July 8, 1907, authorizing the opening of Avenue M, from Ocean avenue to Ocean parkway, excepting the lands occupied by the tracks of the Long Island Railroad and of the Brooklyn and Brighton Beach Railroad, was, on motion of Alderman Morrison, laid over by the following vote:

Affirmative—President Coler, Aldermen Esterbrook and Morrison.

Negative—Alderman Potter.

## No. 785 (Bay Ridge).

To open West street, from Avenue I to Washington Cemetery, was unanimously adopted.

## No. 817.

To regulate and grade between courtyard lines, set cement curb and lay cement sidewalks on Sixty-seventh street, between Fourteenth and Fifteenth avenues, was unanimously adopted.

## No. 833.

To regulate and grade, between courtyard lines, set cement curb and lay cement sidewalks on Fifty-ninth street, between Twelfth and Thirteenth avenues, was unanimously adopted.

## No. 451A (1903).

To open East Thirty-fourth street from Church avenue to Clarendon road; from Newkirk avenue to Foster avenue; from the southern line of the land of the Flatbush Water Works to Farragut road, and from Avenue H to Flatlands avenue, excepting the land occupied by the tracks of the Long Island Railroad, was referred to the Alderman of the district for investigation and report.

## No. 127.

To regulate and grade between courtyard lines, set cement curb and lay cement sidewalks where not already done on East Seventh street, between Beverley road and Avenue C, was unanimously adopted.

To pave with asphalt on concrete foundation East Seventh street, between Beverley road and Avenue C, was unanimously adopted.

## No. 818.

To regulate, grade, set cement curb and lay cement sidewalks on Carroll street, between Rogers and Nostrand avenues, was unanimously adopted.

To pave with asphalt on concrete foundation Carroll street, between Nostrand and Rogers avenues, was unanimously adopted.

## No. 819.

To regulate, grade, set bluestone, medina or cement curb and lay cement sidewalks where not already done, on Fifteenth avenue, between Seventy-fifth and Seventy-ninth streets, was, on motion of Alderman Morrison, laid over.

## No. 820.

To rescind resolution of June 28, 1906, initiating proceedings to regulate, grade, set curb on concrete and lay cement sidewalks on Ocean avenue, also to provide for parking in the centre of said avenue, from a point about 180 feet north of Avenue G, to Avenue H, and from Avenue I to Kings highway, except where already done, and to request the Board of Estimate and Apportionment to rescind its resolution of March 22, 1907, approving the Local Board resolution of June 28, 1906, was, on motion of Alderman Morrison, denied.

To regulate, grade, set curb on concrete and lay cement sidewalks on Ocean avenue, from a point about 180 feet north of Avenue G to Avenue H and from Avenue I to Kings highway, except where already done, was, on motion of Alderman Esterbrook, denied.

## No. 821.

To regulate, and grade between courtyard lines, set cement curb and lay cement sidewalks on Avenue I, between Coney Island avenue and Ocean parkway, was referred to Alderman Potter.

## No. 822.

To regulate and grade, between courtyard lines, set cement curb and lay cement sidewalks where not already done, on Eighteenth avenue, between Ocean parkway and Forty-seventh street, was unanimously adopted.

## No. 823.

To regulate, grade, set cement curb and lay cement sidewalks on Fifty-eighth street, from West street to Twenty-second avenue, was unanimously adopted.

## No. 824.

To regulate and grade East Fortieth street, between Hubbard place and Flatlands avenue, was unanimously adopted.

## No. 825.

To regulate and grade, between courtyard lines, set cement curb and lay cement sidewalks on Forty-first street, between Sixtieth avenue and West street, was amended by striking out the word Sixtieth and substituting Sixteenth, and as amended was unanimously adopted.

## No. 826.

To construct a sewer in East Twenty-first street, from Regent place to Beverley road, was unanimously adopted.

## No. 827.

To construct a sewer basin at the northwest corner of Gravesend and Webster avenues, was unanimously adopted.

## No. 828.

To construct sewer basins at the northerly and easterly corners of Bay Tenth street and Cropsey avenue, was unanimously adopted.

Meeting adjourned.

CHARLES FREDERICK ADAMS, Borough Secretary.

## MINUTES OF A DULY ADVERTISED MEETING OF THE LOCAL BOARD OF THE FLATBUSH DISTRICT.

Thursday, February 20, 1908, at 2.30 p. m.

The roll was called and the following members answered to their names: Hon. Bird S. Coler, President of the Borough, presiding; Aldermen Esterbrook, Potter and Morrison.

The Secretary presented resolutions initiating the following improvements:

## No. 183.

To open Foster avenue, between Coney Island avenue and Gravesend avenue, was, on motion of Alderman Potter, laid over.

## No. 953 (Bay Ridge).

To amend resolution of July 22, 1907, initiating proceedings to pave Fourteenth avenue, between Thirty-ninth and Sixtieth streets, with asphalt on concrete foundation, by excluding from the provisions thereof that portion of said Fourteenth avenue lying between Thirty-ninth and Forty-fifth streets, was unanimously adopted.

## No. 169 (Bay Ridge).

To construct a sewer in Seventy-third street, between Thirteenth and Fourteenth avenues, was unanimously adopted.

## No. 664 (Bay Ridge).

To amend resolution of October 31, 1906, initiating proceedings to construct a sewer in Eighteenth avenue, between Forty-seventh street and the division line between the Towns of Gravesend and New Utrecht, by striking therefrom the word "Gravesend" and substituting the word "Flatbush," was unanimously adopted.

## No. 829.

To pave Seventy-third street with asphalt on concrete foundation, between Fifteenth and Sixteenth avenues, was unanimously adopted.

## No. 830.

To construct a sewer basin at the northwest corner of Benson avenue and Bay Twenty-fifth street was unanimously adopted.

## No. 831.

To pave East Fourth street with asphalt on concrete foundation, between Church avenue and Avenue C, was unanimously adopted.

## No. 832.

To construct a sewer basin at the southwest corner of Nostrand avenue and Robinson street was unanimously adopted.

## No. 834.

To pave Linden avenue with asphalt on concrete foundation, between New York avenue and East Thirty-fourth street, was unanimously adopted.

## No. 561.

To construct a sewer in Butler street (now Albemarle road), between Flatbush and Bedford avenues, and sewer basins in Butler street (now Albemarle road), at the northeast corner of Rogers avenue, at the northwest corner of Nostrand avenue and in the north side of Butler street (now Albemarle road), opposite East Twenty-eighth street, was unanimously adopted.

## No. 903 (Bay Ridge).

To regulate, grade, set curb on concrete, lay cement sidewalks and construct timber bulkhead on West Thirtieth street, between Atlantic Ocean and Neptune avenue, was unanimously adopted.

To pave West Thirtieth street with asphalt on concrete foundation, between Neptune avenue and Atlantic Ocean, was unanimously adopted.

## No. 621 (Bay Ridge).

To amend resolution of July 2, 1906, initiating proceedings to regulate, grade, set or reset curb on concrete, set brick gutters and lay cement sidewalks on Twenty-fifth avenue, between Stillwell and Harway avenues, by excluding from the provisions thereof the setting of brick gutters, was unanimously adopted.

To amend resolution of July 2, 1906, initiating proceedings to pave Twenty-fifth avenue, between Stillwell and Harway avenues, with macadam, by striking therefrom the word "macadam" and substituting therefor the words "asphalt on concrete foundation," was unanimously adopted.

## No. 835.

To regulate, grade and set cement curb on Avenue H and to lay cement sidewalks on the northerly side, between Flatbush and Brooklyn avenues, was amended by striking out the word "cement" and adding after the word "curb" the words "on concrete," on motion of Alderman Esterbrook, which was unanimously adopted as amended.

## No. 836.

To pave Avenue H with asphalt on concrete foundation, between Flatbush and Brooklyn avenues, was unanimously adopted.

## No. 837.

To set cement curb, lay cement sidewalks and pave with asphalt on concrete foundation Bay Eleventh street, between Benson and Cropsey avenues, was amended by adding after the word "sidewalks" the words "where not already done," and, as amended was unanimously adopted.

## No. 914 (Bay Ridge).

To pave Seventy-second street with asphalt on concrete foundation, between Fourteenth and Sixteenth avenues, was unanimously adopted.

## No. 838.

To regulate, grade, set cement curb and lay cement sidewalks on Forty-first street, between Thirteenth and Fourteenth avenues, was unanimously adopted.

To pave Forty-first street with asphalt on concrete foundation, between Thirteenth and Fourteenth avenues, was unanimously adopted.

## No. 839.

To construct a sewer basin at the northerly corner of Nineteenth avenue and Eightieth street was unanimously adopted.

## No. 840.

To lay bluestone crosswalks on the westerly side of East Fourth street, at the intersections of Avenue C, Avenue D and Beverley road, was unanimously adopted.

## No. 799.

To grade to the level of the curb the lot lying on the south side of Montgomery street, between Rogers and Nostrand avenues, known as No. 29, Block 1305, was unanimously adopted.

## No. 944.

To grade to the level of the curb the lots lying within the territory bounded by the easterly side of East Fourteenth street, the southerly side of Avenue Q, the easterly side of East Fifteenth street and the southerly side of Avenue R, known as Nos. 1, 6 and 50, Block 6797, which was amended to exclude from the provisions thereof the lot known as No. 6, and, on motion of Alderman Potter, was unanimously adopted.

## No. 841.

To lay cement sidewalks on the north side of Ditmas avenue, between East Seventh and East Eighth streets, known as Lot No. 43, Block 5391, was unanimously adopted.

To lay cement sidewalks on the north side of Ditmas avenue, between East Eighth and East Ninth streets, known as Lot No. 52, Block 5392, was unanimously adopted.

## No. 842.

To lay cement sidewalks on the north side of Clarkson avenue, between Nostrand and Rogers avenues, known as Nos. 1, 89 and 84, Block 5057, was unanimously adopted.

To lay cement sidewalks on the south side of Clarkson avenue, between Nostrand and Rogers avenues, known as Nos. 21, 31, 41 and 46, Block 5066, was unanimously adopted.

## No. 464-a (Bay Ridge, 1903).

To lay cement sidewalks on both sides of Shore road (or Sheepshead Bay road), between the Long Island Railroad station and East Fourteenth street, where not already laid, was unanimously adopted.

## No. 946 (Bay Ridge).

To lay cement sidewalks on both sides of Jerome avenue (Voorhies avenue), from Sheepshead Bay road to East Twenty-seventh street, was unanimously adopted.

## No. 843.

To lay cement sidewalks on the south side of Farragut road, between East Twenty-fifth and East Twenty-sixth streets, known as No. 34, Block 5246, was laid over and referred to Alderman Morrison.

## No. 819.

To regulate, grade, set curb on concrete and lay cement sidewalks on Fifteenth avenue, between Seventy-fifth and Seventy-ninth streets, where not already done, was unanimously adopted.

## No. 844.

To enclose with a wooden rail fence 6 feet high the lot lying on the west side of Cortland street, between Neptune avenue and Sheepshead Bay road, known as No. 74, Block 7271, was unanimously adopted.

## No. 845.

To enclose with a wooden rail fence 6 feet high the lots lying on the east side of Coney Island avenue, between Cortelyou road and Slocum place, known as Nos. 129, 133 and 138, Block 5141, was unanimously adopted.

## No. 803.

To enclose with a wooden rail fence 6 feet high the lots lying on the south side of St. Marks avenue, between Utica and Schenectady avenues, and on the west side of Utica avenue, between St. Marks avenue and Prospect place, known as Nos. 16, 40, 47 and 48, Block 1360, was unanimously adopted.

## No. 37 (New Lots).

To enclose with a wooden rail fence 6 feet high the lot lying on the west side of Ralph avenue, between St. Marks avenue and Bergen street, known as part of Lot No. 55, Block 1357, was unanimously adopted.

## No. 846.

To enclose with a wooden rail fence the lots lying on Bergen street, between Schenectady and Troy avenues, was unanimously adopted.

The meeting adjourned.

CHARLES FREDERICK ADAMS, Secretary.

## MINUTES OF THE DULY ADVERTISED MEETING OF THE LOCAL BOARD OF THE FLATBUSH DISTRICT.

Wednesday, March 25, 1908, at 2.30 p. m.

The roll was called, and the following members answered to their names.  
Hon. Desmond Dunne, Commissioner of Public Works, presiding; Aldermen Potter and Morrison.

## No. 811.

Eightieth Street—To alter the map or plan of The City of New York by changing the grade of Eightieth street, between Twenty-second and Twenty-third avenues. Unanimously denied.

## No. 849.

Change of Grade—To alter the map or plan of The City of New York by changing the grades on Eighteenth avenue, from Coney Island avenue to Ocean parkway; East Seventh, East Eighth and East Ninth streets, from Ditmas avenue to Eighteenth avenue; Avenue F, from Ocean parkway to Eighteenth avenue, and First street, from Eighteenth avenue to Webster avenue. Unanimously denied on motion of Alderman Potter.

## No. 812.

West Tenth Street—To alter the map or plan of The City of New York by changing the grade on West Tenth street, between Surf avenue and the high water line of Atlantic Ocean. Unanimously denied on motion of Alderman Potter.

## No. 850.

West Sixteenth Street—To rescind resolution of October 31, 1907, recommending to the Board of Estimate and Apportionment an alteration in the map or plan of The City of New York, by closing West Sixteenth street between Surf avenue and the Atlantic Ocean. Unanimously denied on motion of Commissioner Dunne.

## No. 183.

Foster Avenue—To open Foster avenue, from Gravesend avenue to Coney Island avenue. Unanimously denied on motion of Alderman Potter.

## No. 96 (Prospect Heights).

Public Place—To alter the map or plan of The City of New York by laying out as a public place the property bounded by the eastern line of former Prospect avenue, the northern line of Terrace place and the eastern line of new Prospect avenue. Denied.

## No. 170.

Washington Avenue—To pave Washington avenue with asphalt on concrete foundation, between Third street and Coney Island avenue, which was amended to read: To pave Washington avenue, between Third and First streets, and Johnson avenue, between First street and Coney Island avenue, and, as amended, was unanimously adopted.

## No. 820.

Ocean Avenue—To amend resolution of June 28, 1906, initiating proceedings to regulate, grade, set curb on concrete and lay cement sidewalks on Ocean avenue; also to provide for parking in the centre of said avenue, from a point about 180 feet north of Avenue G to Avenue H, and from Avenue I to Kings highway, except where already done, by excluding from the provisions thereof "parking" in the centre of said avenue. Unanimously denied on motion of Commissioner Dunne.

## No. 923 (Bay Ridge).

West Sixteenth Street—To regulate, grade, set curb on concrete and lay cement sidewalks on West Sixteenth street, between Surf avenue and the Atlantic Ocean. Unanimously denied on motion of Alderman Potter.

West Sixteenth Street—To pave West Sixteenth street with asphalt on concrete foundation, between Surf avenue and the Atlantic Ocean. On motion of Alderman Potter, denied.

## No. 929 (Bay Ridge).

Fifty-fifth Street—To amend resolution of November 6, 1907, initiating proceedings to open Fifty-fifth street, from Fifteenth avenue to Washington Cemetery, excepting the land occupied by the tracks of the Long Island Railroad, by excluding from the provisions thereof the portion of said Fifty-fifth street lying between Fifteenth and Sixteenth avenues. Unanimously adopted.

## No. 557.

Avenue M—To rescind resolution of June 28, 1906, initiating proceedings to open Avenue M, from Ocean avenue to Ocean parkway, excepting the land occupied by the tracks of the Long Island Railroad and of the Brooklyn and Brighton Beach Railroad, and requesting the Board of Estimate and Apportionment to rescind its resolution of July 8, 1907, approving the resolution of June 28, 1906. Referred to Alderman Potter.

## No. 451 (A-1903).

East Thirty-fourth Street—To open East Thirty-fourth street, from Church avenue to Clarendon Road; from Newkirk avenue to Foster avenue; from the southern line of the land of the Flatbush Water Works to Farragut road, and from Avenue H to Flatlands avenue, excepting the land occupied by the tracks of the Long Island Railroad, which was amended to read to omit from the provisions thereof the portions of East Thirty-fourth street, between Church avenue and Clarendon road, and between Long Island Railroad and Avenue H, and, as amended, was unanimously adopted.

## No. 851.

Bay Forty-third Street—To open Bay Forty-third street, from Harway avenue to Warehouse avenue. Unanimously adopted.

## No. 852.

Unnamed Street—To open an unnamed street, extending from Montgomery street to Malbone street, lying 200 feet westerly from and parallel with New York avenue. Unanimously adopted.

## No. 853.

Twenty-sixth Avenue—To open Twenty-sixth avenue, from Stillwell avenue to Harway avenue, excepting the land occupied by the tracks of the Brooklyn, Bath and West End Railroad. Adopted.

## No. 854.

East Twenty-first Street—To open East Twenty-first street, from Caton avenue to Albemarle road. Denied on motion of Commissioner Dunne.

## No. 12 (Bay Ridge).

Fourteenth Avenue—To construct sewers in Fourteenth avenue, from Sixtieth to Sixty-fifth street and outlet sewers on the westerly side of New Utrecht avenue, from Fourteenth avenue to Sixty-first street; on the easterly side of New Utrecht avenue, from Fourteenth avenue to Sixty-first street, and in Sixty-first street, from New Utrecht avenue to Fourteenth avenue. Adopted.

## No. 540.

East Eighth Street—To open East Eighth street, from Caton place to Johnson street, and from Church avenue to Avenue C. Adopted.

## No. 819.

Fifteenth Avenue—To regulate, grade, set bluestone, medina or cement curb, and lay cement sidewalks where not already done on Fifteenth avenue, between Seventy-fifth and Seventy-ninth streets, which was amended by striking therefrom "bluestone, medina or," and, as amended, unanimously adopted.

## No. 855.

West Fifth Street—To set or reset curb on concrete, and pave with asphalt on concrete foundation, West Fifth street, between Sheepshead Bay road and Sea Breeze avenue. Unanimously adopted.

## No. 821.

Avenue I—To regulate and grade between courtyard lines, set cement curb and lay cement sidewalks on Avenue I, between Coney Island avenue and Ocean parkway. Unanimously denied.

## No. 856.

Cortelyou Road—To open Cortelyou road, from West street to East Third street. Unanimously adopted.

## No. 836.

Brooklyn Avenue—To pave Brooklyn avenue with asphalt on concrete foundation, from Avenue G to Flatbush avenue. Adopted.

## No. 798.

Lincoln Place—Recommending to the Board of Aldermen that the width of the roadway on Lincoln place, between New York and Brooklyn Avenues, in the Borough of Brooklyn, be fixed at 30 feet. Adopted.

## No. 857.

New York Avenue—To regulate, grade, set cement curb and lay cement sidewalks on New York avenue, from Church to Snyder avenue. Adopted.

## No. 858.

New York Avenue—To pave New York avenue with asphalt on concrete foundation, between Church and Snyder avenues. Adopted.

## No. 859.

New York Avenue—To pave New York avenue with asphalt on concrete foundation, between Martense street and Church avenue. Adopted.

## No. 860.

East Fifth Street—To pave East Fifth street with asphalt on concrete foundation, between Avenue C and Church avenue. Adopted.

## No. 843.

Farragut Road—To lay cement sidewalks opposite the lot lying on the south side of Farragut road, between East Twenty-fifth and East Twenty-sixth streets, known as No. 34, Block 5246. Denied upon motion of Alderman Morrison.

## No. 846.

Bergen Street—To enclose with a wooden rail fence six feet high the lot lying on the north side of Bergen street, between Troy and Schenectady avenues, known as No. 65, Block 1347. Adopted.

CHARLES FREDERICK ADAMS, Borough Secretary.

## MINUTES OF A DULY ADVERTISED MEETING OF THE LOCAL BOARD OF THE FLATBUSH DISTRICT.

Thursday, May 21, 1908, at 2.30 p. m.

The roll was called and the following members answered to their names:  
Hon. Bird S. Coler, President of the Borough, presiding; Aldermen Potter and Esterbrook.

The Secretary presented the following resolutions initiating the following improvements:

## No. 915 (Bay Ridge).

A resolution to open Thirty-ninth street, from Thirteenth avenue to West street, was unanimously adopted.

## No. 920 (Bay Ridge).

To open Fiftieth street from Seventeenth avenue to West street, which was on motion amended by adding thereto the words, "excepting the land occupied by the tracks of the Long Island Railroad," and as amended, was unanimously adopted.

## No. 921 (Bay Ridge).

To open Fifty-second street from Eighteenth avenue to West street, excepting the land occupied by the tracks of the Long Island Railroad, was unanimously adopted.

## No. 134 (Bay Ridge).

To alter the map or plan of The City of New York by locating and laying out as a public place the property bounded by Fifty-sixth street, Thirteenth and New Utrecht avenues, was on motion of Alderman Potter unanimously denied.

To acquire title to the public place bounded by Fifty-sixth street, Thirteenth and New Utrecht avenues, was on motion of Alderman Potter unanimously denied.

## No. 310 (Bay Ridge).

To open East Sixteenth street, from Avenue V to Emmons avenue, excepting the land occupied by the tracks of the Long Island Railroad, of the Brooklyn Union Railroad and of the Brooklyn Heights Railroad, was unanimously adopted.

## No. 814 (Bay Ridge).

To amend resolution of April 10, 1907, initiating proceedings to open Avenue S, from Coney Island avenue to Gerritsen avenue, excepting the land occupied by the tracks of the Brooklyn and Brighton Beach Railroad and of the Long Island Railroad, by excluding from the provisions thereof the portion of said Avenue S lying between East Eighteenth street and a point 100 feet east of East Twenty-seventh street, was unanimously adopted.

## No. 810 (Bay Ridge).

To open Eighty-third street, from Fifteenth avenue to Seventeenth avenue; from Eighteenth avenue to Nineteenth avenue; from Twentieth avenue to Twenty-first avenue, and from Twenty-second avenue to Stillwell avenue, was unanimously adopted.

## No. 881 (Bay Ridge).

To pave Coney Island avenue with asphalt on concrete foundation, between Avenue G and Neptune avenue, was laid over pending the settlement as to the moving of the railroad tracks on said avenue.

## No. 436 (Bay Ridge).

To open Seventy-first street between Fifteenth and New Utrecht avenues, was unanimously adopted.

## No. 361 (Bay Ridge).

To open Sixty-seventh street from Fourteenth avenue to Bay parkway (Twenty-second avenue), was unanimously adopted.

## No. 903 (Bay Ridge).

To open West Thirtieth street, from Canal avenue to the Atlantic Ocean, except the land occupied by the tracks of the New York and Coney Island Railroad, was unanimously adopted.

To construct a sewer in West Thirtieth street, between Neptune avenue and the Atlantic Ocean, was unanimously adopted.

## No. 906 (Bay Ridge).

To construct a sewer for house sewage in Mermaid avenue, between West Thirty-first street and West Thirty-seventh street, and for storm water between Stillwell avenue and West Seventeenth street, and between West Nineteenth street and Warehouse avenue; between West Twenty-third street and West Twenty-fifth street; between West Twenty-seventh and West Thirty-first street, and between West Thirty-second and West Thirty-sixth streets; also storm water outlet sewers in West Twentieth street, between Mermaid and Neptune avenues; in West Twenty-fourth street, between Mermaid and Neptune avenues; in West Twenty-ninth street, between Mermaid and Neptune avenues, and in West Thirty-third street, between Mermaid and Neptune avenues, was unanimously adopted.

## No. 850 (Bay Ridge).

To amend resolution of July 15, 1907, initiating proceedings to open Stillwell avenue, from Twenty-second avenue to Avenue V, to read as follows: "To open Stillwell avenue, from Twenty-second avenue to Eightieth street; from Eighty-first street to Eighty-second street, and from Eighty-sixth street to Neptune avenue, excepting the property occupied by the tracks of the Brooklyn, Bath and West End Railroad," was unanimously adopted.

## No. 765 (Bay Ridge).

To open Avenue N from Gravesend avenue to Flatlands avenue, excepting the land occupied by the tracks of the Long Island Railroad and of the Brooklyn and Brighton Beach Railroad, was unanimously adopted.

## No. 952 (Bay Ridge).

To open Avenue P from Gravesend avenue to the westerly line of the Long Island Railroad and from Ocean avenue to Nostrand avenue, excepting the property occupied by the tracks of the Brooklyn and Brighton Beach Railroad, was unanimously adopted.

## No. 275 (Bay Ridge).

To amend resolution of June 23, 1905, initiating proceedings to open East Eighteenth street, from Foster avenue to Avenue M, excepting the portion lying between Foster avenue and the northerly side of the property of the New York and Manhattan Beach Railroad and the property of the intersecting railroads between Avenues H and I, to read as follows: "To open East Eighteenth street, from the southerly boundary line of the property of the New York, Brooklyn and Manhattan Beach Railroad Company to Avenue J, and from Avenue K, to Avenue M," was referred to the Alderman of the district, for an investigation and report as to the advisability taken of the portion of the street.

## No. 922 (Bay Ridge).

To open West Nineteenth street, from Canal avenue to the Atlantic Ocean, was on motion of Alderman Potter unanimously denied.

## No. 924 (Bay Ridge).

To alter the map or plan of The City of New York by locating and laying out an extension to Stillwell avenue, from Surf avenue to the Atlantic Ocean, was on motion of Alderman Potter unanimously denied.

To open Stillwell avenue, from Surf avenue to the Atlantic Ocean, was on motion of Alderman Potter unanimously denied.

## No. 925 (Bay Ridge).

To alter the map or plan of The City of New York by locating and laying out an extension of West Twelfth street, from Suri avenue to Atlantic Ocean, was on motion of Alderman Potter unanimously denied.

To open West Twelfth street, from Suri avenue to the Atlantic Ocean, was on motion of Alderman Potter unanimously denied.

## No. 926 (Bay Ridge).

To open West Tenth street from Surf avenue to the Atlantic Ocean, was on motion of Alderman Potter unanimously denied.

To regulate, grade, set curb on concrete and lay cement sidewalks between the curb and building lines on West Tenth street, from Surf avenue to the Atlantic Ocean, was on motion of Alderman Potter unanimously denied.

To pave West Tenth street, with asphalt block on concrete foundation, between Surf avenue and the Atlantic Ocean, was on motion of Alderman Potter unanimously denied.

## No. 906 (Bay Ridge).

To open West Twentieth street, from Avenue Z to Surf avenue, excepting the land occupied by the tracks of the New York and Coney Island Railroad, was unanimously adopted.

To open West Twenty-fourth street from Canal avenue to Surf avenue, excepting the land occupied by the tracks of the New York and Coney Island Railroad, was unanimously adopted.

To open West Twenty-ninth street, from Canal avenue to Surf avenue, excepting the land occupied by the tracks of the New York and Coney Island Railroad, was unanimously adopted.

To open West Thirty-third street from Canal avenue to Surf avenue, excepting the land occupied by the tracks of the New York and Coney Island Railroad, was unanimously adopted.

## No. 929 (Bay Ridge).

To regulate, and grade between courtyard lines Fifty-fifth street between Seventh and Eleventh avenues, and to set cement curb and lay cement sidewalks between Seventh and Eighth avenues and between Fort Hamilton and Eleventh avenues, was unanimously adopted.

## No. 878 (Bay Ridge).

To open Bay Tenth street from Eighty-sixth street to Cropsey avenue, was unanimously adopted.

## No. 611 (Bay Ridge).

To regulate, grade, set cement curb and lay cement sidewalks where not already done on Benson avenue, between Fifteenth and Eighteenth avenues, and between Twentieth and Twenty-fifth avenues, was unanimously adopted.

To pave Benson avenue with asphalt on concrete foundation between Fifteenth and Eighteenth avenues, and between Twentieth and Twenty-fifth avenues, was unanimously adopted.

To amend resolution of April 10, 1907, initiating proceedings to open Benson avenue, from Eighteenth avenue to Bay Thirty-fifth street, excepting the land occupied by the tracks of the Brooklyn, Bath and West End Railroad, by excluding from the provisions thereof the portion of said Benson avenue lying between Bay Eighteenth street and Bay Thirty-second street, was unanimously adopted.

## No. 623 (Bay Ridge).

To regulate and grade, between courtyard lines, set cement curb and lay cement sidewalks on Bay Nineteenth street, from Benson avenue to a point 320 feet southwest of Cropsey avenue, was unanimously adopted.

To pave Bay Nineteenth street with asphalt on concrete foundation, from Benson avenue to Cropsey avenue, was unanimously adopted.

## No. 321 (Bay Ridge).

To amend resolution of March 28, 1906, initiating proceedings to pave Bay Thirteenth street with macadam, between Cropsey avenue and Eighty-sixth street, by striking therefrom the word "macadam" and substituting therefor the words "asphalt on concrete foundation," was unanimously adopted.

## No. 831 (Bay Ridge).

To regulate and grade between courtyard lines, set cement curb and lay cement sidewalks, where not already done, on Seventy-fourth street, between Thirteenth and Fourteenth avenues, was unanimously adopted.

To pave Seventy-fourth street with asphalt on concrete foundation, between Thirteenth and Sixteenth avenues, was unanimously adopted.

## No. 960 (Bay Ridge).

To set cement curb and lay cement sidewalks, where not already done, on Foster avenue, between East Fourteenth and East Seventeenth streets, excepting the portion occupied by the bridge over the Brighton Beach Railroad, was unanimously adopted.

To pave Foster avenue with asphalt on concrete foundation, between East Fourteenth and East Seventeenth streets, excepting the portion occupied by the bridge over the Brighton Beach Railroad, was unanimously adopted.

## No. 629 (Bay Ridge).

To amend resolution of July 2, 1906, initiating proceedings to regulate, grade, set curb on concrete, set brick gutters and lay cement sidewalks on Avenue X, between Sheepshead Bay road and East Fourteenth street, by excluding from the provisions thereof "brick gutters," was unanimously adopted.

To amend resolution of July 2, 1906, initiating proceedings to pave Avenue X with macadam, between Sheepshead Bay road and East Fourteenth street, by striking therefrom the word "macadam" and substituting therefor the words "asphalt on concrete foundation," was unanimously adopted.

## No. 895 (Bay Ridge).

To regulate and grade between courtyard lines, set cement curb and lay cement sidewalks on Eighty-third street, between Twenty-fourth and Stillwell avenues, was unanimously adopted.

## No. 267 (Bay Ridge).

To regulate and grade between courtyard lines, set cement curb and lay cement sidewalks, where not already done, on Seventy-third street, between Thirteenth and Fourteenth avenues, and between Fifteenth and Twenty-second avenues, was unanimously adopted.

## No. 170 (Bay Ridge).

To amend resolution of September 28, 1904, initiating proceedings to regulate, grade, curb and lay cement sidewalks on Seventy-second street, between Fourteenth and New Utrecht avenues, to read as follows: "To regulate and grade between courtyard lines, set cement curb and lay cement sidewalks, where not already laid, on Seventy-second street, between Fourteenth and Sixteenth avenues," was unanimously adopted.

## No. 545 (Bay Ridge).

To rescind resolution of July 2, 1906, initiating proceedings to regulate, grade, set curb on concrete, lay brick gutters, pave with macadam and lay bluestone sidewalk on Twentieth avenue, between Bath avenue and Cropsey avenue, was unanimously adopted.

## No. 927 (Bay Ridge).

To construct a sewer in Fifty-third street, between Nineteenth avenue and West street, and outlet sewers in Twentieth avenue, between Fifty-second and Fifty-third streets, and Twenty-first avenue, between Fifty-third and Sixtieth streets, was unanimously adopted.

## No. 930 (Bay Ridge).

To construct a sewer in Sixtieth street, between Sixteenth and Seventeenth avenues, was unanimously adopted.

## No. 908 (Bay Ridge).

To construct a sewer in East Twelfth street, between Avenues J and K, was unanimously adopted.

## No. 909 (Bay Ridge).

To construct a sewer in Sixty-seventh street, between Fourteenth and Fifteenth avenues, was unanimously adopted.

## No. 532 (Bay Ridge).

To construct a sewer in Avenue I, from Coney Island avenue to East Fifteenth street, with outlet sewers in Coney Island avenue, westerly side, between Avenues I and K, and in Avenue K, between Coney Island avenue and East Eighteenth street, was unanimously adopted.

## No. 785 (Bay Ridge).

To construct a sewer in Forty-ninth street, between Eighteenth avenue and West street, and outlet sewer in West street, between Forty-ninth and Fifty-first streets, was unanimously adopted.

## No. 956 (Bay Ridge).

To construct a sewer in Forty-second street, between Fourteenth and Sixteenth avenues, was unanimously adopted.

## No. 957 (Bay Ridge).

To construct a sewer in Forty-third street, between Fourteenth and Sixteenth avenues, was unanimously adopted.

## No. 958 (Bay Ridge).

To construct a sewer in Forty-fourth street, between Fourteenth avenue and West street, and outlet sewers in Sixteenth avenue, between Forty-fourth and Forty-fifth streets, and in Forty-fifth street, between Sixteenth and Seventeenth avenues, was referred to the Alderman of the district on motion of Alderman Potter.

No. 913 (Bay Ridge).

To pave Seventy-first street with asphalt on concrete foundation, between Thirteenth and Fifteenth avenues, was unanimously adopted.

No. 156 (Prospect Heights).

To regulate, grade, set cement curb and lay cement sidewalks on Sterling street, between Washington and Nostrand avenues, was unanimously adopted.

No. 951 (Bay Ridge).

To construct a sewer in East Nineteenth street, between Voorhies and Emmons avenues, was unanimously adopted.

To pave East Nineteenth street with asphalt on concrete foundation between Voorhies and Emmons avenues, was unanimously adopted.

No. 944 (Bay Ridge).

To grade to the level of the curb the lots lying within the block bounded by the easterly side of East Fourteenth street, the southerly side of Avenue Q, the easterly side of East Fifteenth street and the southerly side of Avenue R, known as Nos. 1 and 50, Block 6797, was unanimously adopted.

No. 945 (Bay Ridge).

To grade to the level of the curb the lot, and the sidewalk in front of same, situated on the east side of Fourteenth avenue, between Fifty-fifth and Fifty-sixth streets, known as No. 1, Block 5685, was unanimously adopted.

No. 946 (Bay Ridge).

To lay cement sidewalks on both sides of Jerome avenue (Voorhies lane), from Sheepshead Bay road to East Twenty-seventh street, was unanimously adopted.

No. 950 (Bay Ridge).

To enclose with a wooden rail fence 6 feet high the lots lying on the north and south sides of Neptune avenue, between West Thirty-fifth and West Thirty-seventh streets, known as No. 36, Block 6970; No. 1, Block 7005; Nos. 1 and 3, Block 7004, and Nos. 36, 42, 44 and 46, Block 6978, was unanimously adopted.

On motion, meeting adjourned.

CHARLES FREDERICK ADAMS, Secretary.

MINUTES OF A DULY ADVERTISED MEETING OF THE LOCAL BOARD OF THE BEDFORD DISTRICT.

Thursday, April 30, 1908, at 2.30 p. m.

Present—Hon. Desmond Dunne, Commissioner of Public Works.

There being no quorum, the Chairman postponed the meeting to May 11, 1908, at 2.30 p. m.

CHARLES FREDERICK ADAMS, Borough Secretary.

MINUTES OF A POSTPONED MEETING OF THE BEDFORD DISTRICT LOCAL BOARD.

Monday, May 11, 1908, at 2.30 p. m.

Hon. Desmond Dunne, Commissioner of Public Works, presiding.

There being no quorum, the Chair postponed the meeting to Wednesday, May 20, 1908, at 2 p. m., in the office of the Commissioner of Public Works.

CHARLES FREDERICK ADAMS, Secretary.

MINUTES OF A POSTPONED MEETING OF THE BEDFORD DISTRICT LOCAL BOARD.

Wednesday, May 20, 1908, at 2 p. m.

The roll was called and the following members answered to their names:

Hon. Bird S. Coler, President of the Borough, presiding; Aldermen Gaynor, Wentz and Diemer.

The Secretary presented resolutions initiating the following improvements:

No. 771 (Flatbush).

To construct a sewer basin at the northeast corner of Stuyvesant avenue and Hancock street. Unanimously adopted.

No. 805 (Flatbush).

To enclose with a wooden rail fence 6 feet high the lot lying on the south side of Hancock street, between Ralph and Howard avenues, known as No. 17, Block 1419; which was amended by striking therefrom the number "1419" after the word block and substituting therefor the number "1490," and, as amended, unanimously adopted.

No. 807 (Flatbush).

To enclose with a wooden rail fence 6 feet high the lot lying on the north side of Chauncey street, between Patchen and Ralph avenues, known as No. 79, Block 1688. Unanimously adopted.

No. 808 (Flatbush).

To enclose with a wooden rail fence 6 feet high the lot lying on the north side of Sumpter street, between Patchen and Ralph avenues, known as No. 46, Block 1696, which was unanimously adopted.

Adjourned.

CHARLES FREDERICK ADAMS, Secretary.

BOROUGH OF MANHATTAN.

COMMISSIONER OF PUBLIC WORKS.

In accordance with the provisions of section 1546, chapter 466, of the Laws of 1901, I transmit the following report of the transactions of the offices of the Commissioner of Public Works, President of the Borough of Manhattan, for the week ending August 18, 1909:

Public Moneys Received During the Week.

Water openings, Special Fund.....	\$2,438 25
For redemption of obstructions seized, General Fund.....	6 00
For vault permits, Sinking Fund.....	5,362 21
For shed permits, General Fund.....	50 00
For sewer connections, General Fund.....	80 20
For bay window permits, General Fund.....	37 10

Permits Issued.

Permits for sewer connections.....	11
Permits for sewer repairs.....	8
Permits for subways, steam mains and various connections.....	300
Permits for railway construction and repairs.....	2
Permits to construct vaults.....	4
Permits to repair sidewalks.....	117
Permits for bay windows.....	12
Permits to place building material on streets.....	78
Permits to cross sidewalks.....	11
Permits to construct sheds.....	10

Obstructions Removed.

Obstructions removed from various streets and avenues.....	3
------------------------------------------------------------	---

Complaints received and attended to.....	48
Permits extended.....	116
Permits revoked.....	4

Inspection Division, Bureau of Highways.

Complaints received.....	480
Repairs made.....	315
Police complaints.....	760
Square yards of pavement relaid.....	2,922

Repairs to Sewers.

Linear feet of sewer built.....	135
Linear feet of sewer cleaned.....	19,660
Number of basins cleaned.....	241
Linear feet of sewer examined.....	18,425
Number of basins examined.....	120
Number of manhole heads and covers reset.....	2
Number of basin hoods put in.....	5
Linear feet of spur pipe laid.....	3
Number of basins relieved.....	4
Number of manholes built.....	1
Number of manhole covers put on.....	4
Cubic feet of brickwork built.....	12
Linear feet of sewer relieved.....	1,450
Number of basin grates put in.....	1
Linear feet of pipe sewer relieved.....	11,600
Cart loads of dirt removed.....	713
Cuts opened and refilled.....	1

General Office, Commissioner of Public Works.

Orders Nos. 2564 to 2660, inclusive, were issued, 96 requisitions were received and acted upon.

Eleven schedules, including 121 vouchers, amounting to \$175,194.63, were drawn on the Comptroller.

Statement of Laboring Force Employed.

Repaving and Renewal of Pavements.....	Sewers, Maintenance, Cleaning, etc.
Mechanics.....	Mechanics.....
Laborers.....	Laborers.....
Teams.....	Teams.....
Carts.....	Carts.....
Boulevards, Roads and Avenues, Maintenance of Roads, Streets and Avenues.....	Cleaning Public Buildings, Baths, etc.
Mechanics.....	Mechanics.....
Laborers.....	Laborers.....
Teams.....	Carts.....
Carts.....	Bath Attendants.....
	Cleaners.....

List of Changes for Week Ending August 19, 1909.

Highways—One Stenographer and Typewriter, \$900, appointed temporarily; 1 Laborer, \$2.50, changed from Driver; 1 Inspector Regulating, Grading and Paving, \$5, increased from \$4; 1 Laborer, \$2, reassigned; 1 Rodman, \$900, resigned.

Public Buildings and Offices—Seven Attendants, \$900, appointed; 1 Laborer, \$2.50, deceased; 1 Laborer, \$2.50, reassigned; 1 Laborer, \$2.50, increased from \$2; 1 Laborer, \$2.50, changed from Cleaner at \$2; 1 Laborer, \$2.50, appointed.

Sewers—Two Laborers, \$2.50, changed from Sewer Cleaners; 1 Sewer Cleaner, resigned; 1 Laborer, \$2.50, deceased.

JOHN CLOUGHEN, Commissioner of Public Works.

POLICE DEPARTMENT.

Sanitary Company (Boiler Squad).}

August 17, 1909. }

To the Police Commissioner:

Sir—In compliance with orders relative to engineers' certificates issued by me under section 312 of chapter 410 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, August 16, 1909:

First Class.

Henry Youngham, No. 227 Wallabout street, Brooklyn; Herman Schraner, Rockaway Beach, Brooklyn; Andrew Richardson, No. 277 West Tenth street; John Hutton, No. 3 South William street; John Hoffman, No. 534 West Broadway; Carl Neimeyer, No. 372 Greenwich street.

Second Class.

Louis Schneider, No. 2 Graham avenue, Brooklyn; Franz W. Dumig, Bigelow place, Woodhaven, Long Island; John Harper, No. 415 Willoughby avenue, Brooklyn; Charles Reber, Blackwells Island, New York.

Third Class.

Edward Kerr, Lafayette boulevard and Depot lane; William Rigsby, No. 247 Water street, Brooklyn; Peter Reilly, No. 314 West Seventeenth street; Charles Wells, Broadway and Oakland avenue, Bayside, Long Island; Harry Lockwood, No. 25 William street; Charles Farr, No. 143 Liberty street; William P. Dunn, Jackson avenue and Fifth street, Long Island City; James V. Wandel, Greenridge, Staten Island; Frank Cable, No. 680 East One Hundred and Thirty-third street; Dennis Brennan, No. 204 East Twenty-seventh street; Charles E. Abrams, No. 44 Court street; John Schornerger, No. 460 East Fifty-seventh street; Charles E. Holmquist, No. 376 Schermerhorn street, Brooklyn; Alexander Razzle, No. 28 Clarke place, The Bronx; George L. Sherwood, No. 1239 Broadway; Lester W. Brown, No. 1682 First avenue; Gus Johnson, Paterson, N. J. (office); Antonio Intrieri, No. 1682 First avenue.

Respectfully,

THOMAS F. DILLON, Acting Lieutenant in Command.

POLICE DEPARTMENT.

Sanitary Company (Boiler Squad).}

August 18, 1909. }

To the Police Commissioner:

Sir—In compliance with orders relative to engineers' certificates issued by me under section 312 of chapter 410 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, August 17, 1909:

First Class.

William J. Grimerson, No. 622 Atlantic avenue, Brooklyn; Warren H. Francis, No. 111 Montague street, Brooklyn; Peter Keough, No. 397 Seventh avenue; Martin J. Hickey, No. 33 East Forty-ninth street; Joseph Bates, Amos street and Debevoise avenue, Brooklyn; Walter L. Bolles, No. 416 West Twenty-sixth street; Henry Rieser, No. 284 Front street.

## Second Class.

William A. Seward, Fulton and Joralemon streets, Brooklyn; Thomas P. Lynam, No. 225 West Thirty-sixth street; John Convery, Broadway and Seventy-seventh street; William Campbell, No. 80 Stanhope street, Brooklyn; Martin Travers, No. 31 South Fifth street, Brooklyn; John J. Spellman, Waterbury and Ten Eyck streets, Brooklyn; Gottlieb Bertsch, Sixty-third street and Sixteenth avenue, Brooklyn; James S. Muir, No. 2383 First avenue; Charles F. Oliver, No. 282 East One Hundred and Forty-first street.

## Third Class.

Thomas Feeney, No. 767 Fifth avenue; James Clarke, No. 84 William street; Wilhelm Wusten, No. 291 West Tenth street; John McGowan, No. 244 Nevins street, Brooklyn; Hugh Soy, Seventh street and Gowanus Canal, Brooklyn; Thomas Farrell, No. 60 Wall street; Edward Zuderel, No. 9 East One Hundred and Thirty-fifth street; John B. Shanley, Clinton and Union streets, Far Rockaway, Long Island; Frank Diedeto, No. 375 Lafayette street; George B. Seguine, No. 56 Liberty street; Patrick Cooney, Jackson avenue and Fifth street, Long Island City; Henry J. Crane, Surf avenue and West Seventeenth street, Coney Island; Ernest Phillips, Essex and Delancey streets; Otto Muller, One Hundred and Seventieth street and Third avenue; Richard Cappock, Kingsland avenue and Newtown Creek; Stephen Urban, No. 145 West avenue, Long Island City; Louis Reeves, No. 254 Norman avenue, Brooklyn; Patrick Brosnan, No. 39 Church street; Patrick Friel, No. 433 East Sixty-fifth street; John J. Power, Twelfth avenue and Sixty-fourth street; Hans Martin Gunderson, No. 59 Pearl street; Edward P. Ingram, No. 102 West Sixty-first street; Henry Rutgers, No. 226 East One Hundred and Forty-fourth street; Joseph D. Hayes, No. 42 West Sixty-seventh street; Michael Duffy, No. 210 West Fifty-seventh street; Warren E. Van Alstine, No. 120 West Fourteenth street; James J. McDermott, No. 265 Eighth avenue; Bernard McKenna, No. 155 West Nineteenth street; Otto Labritz, No. 517 Washington street; James Kehoe, No. 135 Lincoln avenue, The Bronx; James A. Wood, No. 509 West Thirty-fourth street.

## Specia!

Edward F. Giblin, Eighteenth avenue and Eighty-sixth street, Brooklyn; John J. Foley, Jr., No. 221 East Seventy-fifth street.

Respectfully,

THOMAS F. DILLON, Acting Lieutenant in Command.

## POLICE DEPARTMENT.

August 25, 1909.

By direction of the Police Commissioner, I forward herewith the following list of resignations, retirements, etc., from August 16 to 21, 1909:

August 16.

Resignation Accepted—Patrolman Frank Doudera, Traffic Precinct D, to take effect 12:01 a. m., August 16, 1909.

August 17.

Resignation Accepted—Patrolman Herman Kinstler, One Hundred and Sixtieth Precinct, to take effect 4 p. m., August 16, 1909.

August 18.

Probationary Doorman Qualified as Doorman—John Halpin, Twenty-sixth Precinct, to take effect August 17, 1909.

August 19.

Patrolman Reappointed—John J. Hennessy.

August 20.

Employed as Cleaner—Peter J. Hagerty, to take effect August 19, 1909.

August 21.

Retired, to Take Effect August 20, 1909.

Patrolman Oscar Burpeau, Thirty-third Precinct, at \$700 per annum. Appointed July 3, 1888.

Patrolman William B. Sullivan, Thirty-third Precinct, at \$700 per annum. Appointed February 6, 1889.

Patrolman Walter F. Kaine, Sixty-eighth Precinct, at \$700 per annum. Appointed December 16, 1885.

Resignations Accepted, to Take Effect August 20, 1909—Patrolman Joseph B. Obermeyer, One Hundred and Seventy-second Precinct; Patrolman Frank F. Johnson, Thirty-sixth Precinct.

ARTHUR BLOT, First Deputy Clerk.

## COMMISSIONERS OF THE SINKING FUND OF THE CITY OF NEW YORK.

Proceedings of the Commissioners of the Sinking Fund at a Meeting Held in Room 16, City Hall, at 11 o'clock a. m., on Tuesday, August 24, 1909.

Present—George B. McClellan, Mayor; John H. McCooey, Deputy and Acting Comptroller; James J. Martin, Chamberlain, and Patrick F. McGowan, President, Board of Aldermen.

The Deputy Comptroller presented the following report and offered the following resolution relative to a transfer of \$6,560.72 from the Sinking Fund for the Redemption of the City Debt to the City Treasury, being the amount of interest on the Angelina Crane bequest:

August 23, 1909.

HON. HERMAN A. METZ, Comptroller:

SIR—Angelina Crane died September 20, 1904, leaving a will dated January 9, 1891, in which she bequeathed to the Mayor, Aldermen and Commonalty of The City of New York \$53,439.28, with a request that such sum be expended in the erection of a drinking fountain in said City to her memory.

Pursuant to the provisions of the beforementioned will, the Park Department, through its Commissioner entered into a contract with Frederick MacMonnies to design, construct and erect a suitable drinking fountain, to be located in the Borough of Manhattan, at a cost of \$60,000.

As the balance in the account known as "Angelina Crane Bequest" is but \$53,439.28, it will be necessary to transfer from Sinking Fund for the Redemption of the City Debt, No. 1, to said account \$6,560.72, thereby bringing the total to \$60,000, the amount of the contract.

The interest on the original amount having been credited to Sinking Fund for the Redemption of the City Debt, No. 1, this transfer is necessary to reimburse "Angelina Crane Bequest" for the interest earned.

I therefore recommend that the accompanying resolution be placed before the Commissioners of the Sinking Fund for their approval.

Respectfully,

F. W. SMITH, Chief Accountant and Bookkeeper

Approved:

J. H. McCooey, Deputy Comptroller.

Resolved: That a warrant payable from the Sinking Fund for the Redemption of the City Debt, No. 1, be drawn in favor of the Chamberlain for the sum of six thousand five hundred and sixty dollars and seventy-two cents (\$6,560.72), to be by him deposited in the City Treasury to credit of "Angelina Crane Bequest."

The report was accepted and the resolution unanimously adopted.

A communication was received from the Commissioner of Docks, relative to the institution of condemnation proceedings for the acquisition of the following described property, near the foot of Broadway, Borough of Brooklyn:

All the uplands, filled in lands, lands under water, wharf property, wharfage rights, terms, easements, emoluments and privileges of and to the uplands, filled in lands and lands under water and wharf property situated near the foot of Broadway in the Borough of Brooklyn not now owned by The City of New York, bounded and described as follows:

Beginning at the intersection of the easterly prolongation of the southerly side of the crib pier between the northerly ferry slip to East Forty-second street, and the southerly ferry slip to East Twenty-third street, Manhattan, with the southerly prolongation of the easterly side of the northerly ferry waiting room at the foot of Broadway;

Running thence westerly along the easterly prolongation of the southerly side and along the southerly side of said crib pier 370 feet, more or less, to the outshore end of said crib pier;

Running thence northerly along the outshore end of said crib pier 46 feet, more or less, to the northerly side of said crib pier;

Running thence easterly in a meandering line 254 feet, more or less, along the northerly side of said crib pier to the intersection of the northerly side of said crib pier with the northerly prolongation of the westerly side of said waiting room;

Running thence southerly along the northerly prolongation of the westerly side of the said waiting room 6 feet, more or less, to the northerly side of said waiting room;

Running thence easterly along the northerly side of said waiting room 118 feet, more or less, to the easterly side of said waiting room;

Running thence southerly along the easterly side of said waiting room and its southerly prolongation 36 feet, more or less, to the point or place of beginning.

A public hearing being necessary, pursuant to the provisions of chapter 372 of the Laws of 1907, the following resolution was offered for adoption:

Resolved, That the Commissioners of the Sinking Fund hereby fix the hour of 11:05 o'clock in the forenoon, on Wednesday, September 22, 1909, in room 16, City Hall, Borough of Manhattan, as the time and place for a public hearing, in the matter of the request of the Commissioner of Docks, that he be authorized to institute condemnation proceedings for the acquisition of certain property near the foot of Broadway, in the Borough of Brooklyn.

Which resolution was unanimously adopted.

The following communication was received from the Commissioner of Docks, transmitting for approval, a form of advertisement calling for bids for the leases of franchises to operate the two ferries from the foot of Broadway, Brooklyn, one to Roosevelt street, Borough of Manhattan, and the other to East Twenty-third street, Borough of Manhattan.

DEPARTMENT OF DOCKS AND FERRIES, }  
July 22, 1909. }

HON. GEORGE B. McCLELLAN, Mayor, and Chairman of the Commissioners of the Sinking Fund:

SIR—I beg to transmit herewith a proposed plan of operation of two ferries from the foot of Broadway, Borough of Brooklyn, one to Roosevelt street, Borough of Manhattan, and the other to East Twenty-third street, Borough of Manhattan, arranged in the form of an advertisement calling for bids, so that, if approved by the Commissioners of the Sinking Fund, it can be advertised at once.

The advertisement allows bidders to bid on either or both of the ferries; also the option of bidding, excluding Sundays, on both ferries, in order that the different bids may be placed before the Sinking Fund and the cheapest plan chosen or whichever, in the opinion of the Commission, is the most desirable.

Another point to which the attention of the Commission is especially called is, that the rates of ferrage are to be fixed by the lessees. As the company will be obliged, under the proposed lease, to run a certain number of boats and to keep those boats up to a certain standard, it is assumed that they will fix the rates at such figures as will attract public patronage, and at the same time allow a margin of profit for the operating company, and in case these rates are changed by law or by the action of the Municipal authorities, it seems only fair that the company should have the option of cancelling the lease, upon reasonable notice.

The proposed lease contemplates that the East Twenty-third street ferry shall have the entire use of the lower slip between East Twenty-second and East Twenty-third streets, and the right to the joint use of the middle slip with the ferry to Greenpoint. The ferry to Roosevelt street shall have the use of the two slips now owned by the City at Roosevelt street. In regard to the property at Broadway, Borough of Brooklyn, the proposition is that the East Twenty-third street ferry shall use the northerly slip and the Roosevelt street ferry the southerly slip, there being but two slips at present, and to have the joint use of the balance of the property which the City proposes to acquire between Broadway and South Sixth street, with the right to improve the same.

Yours respectfully,

ALLEN N. SPOONER, Commissioner.

Sealed bids or estimates will be received by the Commissioner of Docks at Pier "A," foot of Battery place, Borough of Manhattan, City of New York, until 12 o'clock noon on , 1909, for the leases of franchises to operate the following ferries, together with water-front property, as more particularly hereinafter described, to be used in connection therewith:

Ferry No. 1 (to be known as Roosevelt Street Ferry)—From and to a point in the vicinity of Roosevelt street, Borough of Manhattan, to and from a point in the vicinity of Broadway, Borough of Brooklyn, City of New York.

Ferry N. 2 (to be known as East Twenty-third Street Ferry)—From and to a point in the vicinity of East Twenty-third street, Borough of Manhattan, to and from a point in the vicinity of Broadway, Borough of Brooklyn, City of New York.

The wharf property at or near the foot of Roosevelt street in the Borough of Manhattan, City of New York, to be assigned for and to be used in connection with the operation of Ferry No. 1, is described as follows:

The ferry-house, racks, bridges, floats, platforms and other structures which are appurtenant to and were formerly actually used by the Brooklyn Ferry Company in connection with the operation of the ferry from and to a point in the vicinity of Roosevelt street, Borough of Manhattan, to and from a point in the vicinity of Broadway, Borough of Brooklyn.

The wharf property between Broadway and South Sixth street in the Borough of Brooklyn, City of New York, to be assigned for and to be used in connection with the operation of Ferry No. 1, is described as follows:

The ferry racks, bridges, platforms and floats appurtenant to the most southerly of the two slips at present located between Broadway and South Sixth street in the Borough of Brooklyn.

The wharf property at or near the foot of East Twenty-third street in the Borough of Manhattan, City of New York, to be assigned for and to be used in connection with the operation of Ferry No. 2, is described as follows:

The ferry-house, racks, bridges, floats, platforms and other structures between West Twenty-second and Twenty-third streets, East River, which are appurtenant to and were formerly used by the Brooklyn Ferry Company in connection with the operation of a ferry to Broadway, Borough of Brooklyn, from the two most southerly slips at that locality, except that the City reserves the right to use the middle slip between East Twenty-second and Twenty-third streets jointly with another ferry to be operated from the foot of East Twenty-third street, or to lease the use of said middle slip, to be used jointly with another lessee for the operation of another ferry from the foot of East Twenty-third street.

The wharf property between Broadway and South Sixth street in the Borough of Brooklyn, City of New York, to be assigned for and to be used in connection with the operation of Ferry No. 2, is described as follows:

The ferry racks, bridges, platforms and floats appurtenant to the most northerly of the two slips at present located between Broadway and South Sixth street in the Borough of Brooklyn.

It is the intention of The City of New York to acquire between Broadway and South Sixth street in the Borough of Brooklyn, the property described in the annexed memorandum marked Exhibit "A."

The lessee of Ferry No. 1 and the lessee of Ferry No. 2 shall have the right to use jointly so much of the property described in Exhibit "A" as is not at present occupied by the ferry racks, bridges, platforms and floats appurtenant to the two slips at present located between Broadway and South Sixth street, Borough of Brooklyn, and shall have the privilege of erecting jointly upon said property such additional ferry racks, bridges, platforms and floats, and also ferry-houses and other structures to be used in connection with and necessary for the operation of said ferries. The lessees shall also have the right to make such alterations and do such building, rebuilding or dredging at the terminals foot of Roosevelt and East Twenty-third streets, Borough of Manhattan, to fit the premises for ferry purposes.

The erection of all such ferry racks, bridges, platforms, ferry-houses and other structures, as above stated, and all such alterations, building, rebuilding or dredging to be done at the sole cost, charge and expense of the lessees, and to be done in accordance with plans and specifications to be submitted to and approved by the Chief Engineer of the Department of Docks and Ferries; all the work to be done under his direction and supervision. The structures erected by virtue of these leases shall revert to and become the property of The City of New York at the expiration or sooner termination of the leases.

The leases shall commence 30 calendar days from the date that said leases shall be approved by the Commissioners of the Sinking Fund.

Bidders will state the terms and conditions upon which they will operate either or both of said ferries for a term of two years, five years or ten years from the date of the commencement of the lease.

The leases shall contain the following terms and conditions:

The lessees shall take the premises leased in the condition in which they may be at the time of the commencement of the leases and no claim or demand shall be made by the lessees that the premises are not or were not at the time of the commencement of said term in a suitable repair and condition for the uses and purposes of the lease.

The lessees shall, at their own proper costs, charges and expenses, build, erect, make and furnish and at all times during the term of the lease, will well and sufficiently uphold, maintain, paint and keep in good order and substantial repair, the wharf property and every part thereof, and the structures thereon, and the slips adjacent thereto properly dredged. And in case the lessee shall neglect or refuse to make such repairs or do such dredging, for ten days after notice to make or do the same shall have been given by the Commissioner of Docks, then The City of New York may make such repairs or do such dredging, and the full cost and expense thereof, shall and will be paid on demand by the lessee to The City of New York, and in case The City of New York, its officers, agents or servants, in making such repairs or doing such dredging, shall necessarily or reasonably occupy or use said wharf property or the slip adjacent thereto, or any part of them or either of them, The City of New York shall not be liable to pay any rent, compensation or damages for such use and occupation, nor shall its agents or servants; and the lessee shall not be entitled to any deduction or abatement from the rent on account or by reason of such use and occupation.

The boats and buildings used in connection with said ferry shall be subject at all times to inspection by the officers and other designated employees of the Department of Docks and Ferries, who shall have access to said boats and buildings without charge on showing proper authority therefor.

The lessee, at its own proper costs, charges and expenses, shall and will, at all times during the term of the lease, find, furnish and provide, maintain, keep and navigate, such and so many good and substantial steam ferryboat or boats as shall be requisite and necessary to carry, transport and convey across the said waters, between the places aforesaid, with safety, convenience and expedition, all passengers, vehicles and other things whatsoever requiring carriage, transportation or conveyance, which boat and boats shall and will be such as the Commissioner of Docks shall approve as to capacity, safety and comfort; and also will keep the said ferryboat or boats, at all times during the term of the lease, in good repair, and will furnish the same at all times with a sufficient number of proper implements, tackles and necessities, at the proper costs and charges of the said lessee, and will furnish and provide each of said boats, at the places of embarkation and disembarkation, with gates similar to those now used on the boats of the Union Ferry Company, or as effective for that purpose.

Bidders will submit bids based upon not less than the following trips to be made between said points as follows:

#### On the Roosevelt Street Ferry.

- A. Daily, every thirty minutes from 5 a. m. to 9 p. m.
- B. Every thirty minutes from 5 a. m. to 9 p. m., excepting Sundays and holidays.

#### On the Twenty-third Street Ferry.

- A. Daily, every twenty minutes from 5 a. m. to 9 p. m.
- B. Every twenty minutes from 5 a. m. to 9 p. m., excepting Sundays, when trips shall be made every thirty minutes from 5 a. m. to 9 p. m.

The lessee shall conduct and manage the said ferry or ferries agreeably to such reasonable rules and regulations as from time to time, during the term of the lease shall by law be made or passed in relation to the said ferry or ferries. The lessee shall have the right to fix the rates of ferriage to be charged on said ferry or ferries, and in case the proper legal authorities shall decrease the rates so fixed by the lessee, the lessee shall have the option of cancelling said lease, upon giving sixty days' notice in writing to the Commissioner of Docks.

The remaining terms and conditions of the lease shall be similar to those contained in leases of ferry franchises and wharf property now in use by the Department of Docks and Ferries, copy of which may be seen and examined at the office of the Department, Pier "A," Battery place, Borough of Manhattan, City of New York.

The lease shall be subject to the approval of the Commissioners of the Sinking Fund and the form of lease shall be approved by the Corporation Counsel.

The successful bidder will be required to agree that he will, upon three days' notice so to do, execute a lease, the form of which may be seen and examined at the office of the Department of Docks and Ferries, Pier "A," Battery place, Borough of Manhattan, City of New York, and also to furnish a bond or obligation in the sum of \$50,000 for the faithful performance of all the covenants and conditions of said lease, the sureties on the bond to be approved by the Commissioner of Docks.

The person or persons making a bid or estimate shall furnish the same in a sealed envelope, endorsed with the title of the lease for which the bid or estimate is made, with his or their name or names and the date of presentation to the Commissioner of Docks, at his office, on or before the date and hour named in the advertisement for the same, at which time and place the estimates received will be publicly opened by the Commissioner of Docks and read, and the award of the lease made according to law as soon thereafter as practicable.

No bid or estimate will be considered unless, as a condition precedent to the reception or consideration of any proposal, it be accompanied by a certified check upon one of the State or National banks of The City of New York, drawn to the order of the Commissioner of Docks, or money to the amount of \$5,000, which amount will be returned to the bidder upon the execution of the lease and bond.

The certified check or money should not be enclosed in the envelope containing the bid or estimate but should be either enclosed in a separate envelope addressed to the Commissioner of Docks, or submitted personally upon the presentation of the bid or estimate.

For further particulars, application should be made to the Commissioner of Docks, Pier "A," Battery place, Borough of Manhattan, City of New York.

No bid shall be accepted from or lease 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 leases may be bid for separately or jointly.

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.

#### Exhibit "A."

Beginning at the intersection of the northerly side of the northerly waiting room with the limiting line of City property at the foot of Broadway; running thence westerly along the northerly side of said northerly waiting room 118 feet, more or less, to the northwest corner of said waiting room;

Running thence northerly along the northerly prolongation of the westerly side of said northerly waiting room 6 feet, more or less, to the northerly side of the crib pier between the northerly ferry slip to East Forty-second street and the southerly ferry slip to East Twenty-third street, Manhattan;

Running thence westerly in a meandering line along the northerly side of the said crib pier 247 feet, more or less, to the pierhead line established 1857 and approved by the Secretary of War February 8, 1890;

Running thence northerly along said pierhead line 446 feet, more or less, to the southerly line of City property under the jurisdiction of the Department of Bridges;

Running thence easterly along the southerly side of said property to its intersection with the westerly prolongation of the northerly line of South Sixth street, and thence still easterly and along said northerly line of South Sixth street and its prolongation to the bulkhead line established by the Secretary of War February 8, 1890;

Running thence southerly along said bulkhead line 60 feet, more or less, to the westerly prolongation of the southerly line of South Sixth street;

Running thence easterly along the westerly prolongation of the southerly line of South Sixth street and along the southerly line of South Sixth street 118 feet, more or less, to a line 100 feet, more or less, from and parallel with the westerly line of Kent avenue;

Running thence southerly along said line 233 feet, more or less, to the westerly prolongation of the northerly side of the two-story brick building on the westerly side of Kent avenue about 127 feet, more or less, northerly from the westerly prolongation of the northerly line of Broadway;

Running thence easterly along the westerly prolongation of the northerly side of said two-story brick building 36 feet, more or less, to the westerly side of said building;

Running thence southerly along the westerly side of said two-story brick building 25 feet, more or less, to the southerly side of said two-story brick building;

Running thence easterly along the southerly side of said two-story brick building 69 feet, more or less, to the westerly line of Kent avenue;

Running thence southerly along the westerly line of Kent avenue 74 feet, more or less, to the northerly side of the three-story brick building at the corner of Broadway;

Running thence westerly along said three-story brick building 71 feet, more or less, to the westerly side of said three-story brick building;

Running thence southerly along the westerly side of said three-story brick building 20 feet, more or less, to the southerly side of said three-story brick building;

Running thence westerly along the westerly prolongation of the southerly side of said three-story brick building 13 feet, more or less, to the northerly prolongation of the limiting line of City property at the foot of Broadway;

Running thence southerly along said limiting line of City property 28 feet, more or less, to the point or place of beginning.

In connection therewith the following resolution was offered:

Resolved, That the Commissioner of Docks be and is hereby authorized to advertise for bids for the leases of franchises to operate two ferries from the foot of Broadway, Brooklyn—one to Roosevelt street, Borough of Manhattan, and the other to East Twenty-third street, Borough of Manhattan—in the manner suggested by the Commissioner of Docks in communication dated July 22, 1909; the said advertisement to be first submitted to the Corporation Counsel for his approval as to form.

Which resolution was unanimously adopted.

Adjourned to September 22, 1909, unless otherwise called by the Chair.

N. TAYLOR PHILLIPS, Secretary.

#### CHANGES IN DEPARTMENTS, ETC.

##### DEPARTMENT OF DOCKS AND FERRIES.

August 24—Charles Just, formerly employed in this Department as a Dock-builder, died August 14, 1909. His name has been dropped from the list of employees.

The transfer of Eugene F. Cavanagh, Attendant, to the office of the Manhattan Borough President having taken effect on the 23d inst., his name has been dropped from the list of employees.

William Welton, Ship Caulker, has been dropped from the list of employees for absence without leave for a period of over thirty days.

##### BOARD OF WATER SUPPLY.

August 24—

###### Appointments.

William S. Schomp, Walden, N. Y., Laborer, \$2 per diem, August 9, 1909.

Grant Beesmer, Brodheads Bridge, N. Y., temporary Laborer, \$2 per diem, August 19, 1909.

Grant Beesmer, Jr., Olive Bridge, N. Y., temporary Laborer, \$2 per diem, August 20, 1909.

Moses Lawson, Pacama, N. Y., temporary Laborer, \$2 per diem, August 19, 1909.

Casper Beesmer, Olive Bridge, N. Y., temporary Laborer, \$2 per diem, August 20, 1909.

William Shultis, Olive Bridge, N. Y., temporary Laborer, \$2 per diem, August 20, 1909.

Floyd M. Gollman, Shokan, N. Y., temporary Laborer, \$2 per diem, August 20, 1909.

Charles Berryann, Pacama, N. Y., temporary Laborer, \$2 per diem, August 20, 1909.

James Rutherford, Shokan, N. Y., temporary Laborer, \$2 per diem, August 19, 1909.

John Rutherford, Shokan, N. Y., temporary Laborer, \$2 per diem, August 19, 1909.

William Quick, Olive Bridge, N. Y., temporary Laborer, \$2 per diem, August 19, 1909.

James G. Cahill, West Hurley, N. Y., temporary Laborer, \$2 per diem, August 19, 1909.

Henry A. Webb, West Hurley, N. Y., temporary Laborer, \$2 per diem, August 19, 1909.

Emery Personous, Shokan, N. Y., temporary Laborer, \$2 per diem, August 19, 1909.

William Kirkpatrick, West Hurley, N. Y., temporary Laborer, \$2 per diem, August 19, 1909.

Daniel P. Fitzsimmons, West Hurley, N. Y., temporary Laborer, \$2 per diem, August 19, 1909.

Fred Saxe, West Hurley, N. Y., temporary Laborer, \$2 per diem, August 19, 1909.

David L. Windrum, West Shokan, N. Y., temporary Laborer, \$2 per diem, August 19, 1909.

Joseph Ohmacht, Ashton, N. Y., temporary Laborer, \$2 per diem, August 19, 1909.

Lardino Polpyano, Pacama, N. Y., temporary Laborer, \$2 per diem, August 19, 1909.

Vernon Lee, West Hurley, N. Y., temporary Laborer, \$2 per diem, August 19, 1909.

Arthur Lane, Beechford, N. Y., temporary Laborer, \$2 per diem, August 19, 1909.

Charles Giles, Shokan, N. Y., temporary Laborer, \$2 per diem, August 19, 1909.

Thomas Cloonan, Kingston, N. Y., temporary Laborer, \$2 per diem, August 19, 1909.

Burton A. Boice, Shokan, N. Y., temporary Laborer, \$2 per diem, August 19, 1909.

George Giles, Shokan, N. Y., temporary Laborer, \$2 per diem, August 19, 1909.

Jay L. Every, Shokan, N. Y., temporary Laborer, \$2 per diem, August 19, 1909.

Louis Ennist, Browns Station, N. Y., temporary Laborer, \$2 per diem, August 20, 1909.

Patrick J. O'Sullivan, No. 2574 Marion avenue, The Bronx, Rodman, \$840 per annum, August 13, 1909.

Peter Leyden, Storm King, N. Y., Mining Blacksmith, \$3.50 per diem, August 17, 1909.

George A. Vollmar, Pleasantville, N. Y., Assistant Engineer, \$2,100 per annum, August 10, 1909.

Gerald McMurray, Villa avenue, Bedford Park, N. Y., Inspector of Masonry and Carpentry, \$4.50 per diem (50 cents per day additional when working in a shaft or tunnel), August 11, 1909.



## OFFICIAL DIRECTORY.

**STATEMENT OF THE HOURS DURING WHICH THE PUBLIC OFFICES IN THE CITY ARE OPEN FOR BUSINESS AND AT WHICH THE COURTS REGULARLY OPEN AND ADJOURN AS WELL AS THE PLACES WHERE SUCH OFFICES ARE KEPT AND SUCH COURTS ARE HELD, TOGETHER WITH THE HEADS OF DEPARTMENTS AND COURTS.**

### CITY OFFICES.

#### MAYOR'S OFFICE.

No. 5 City Hall, 9 a. m. to 4 p. m.; Saturday, 9 a. m. to 12 m. Telephone, 820 Cortlandt.

GEORGE B. McCLELLAN, Mayor.

Frank M. O'Brien, Secretary.

William A. Willis, Executive Secretary.

James A. Rierdon, Chief Clerk and Bond and Warrant Clerk.

#### BUREAU OF WEIGHTS AND MEASURES.

Room 7, City Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Telephone, 820 Cortlandt.

Patrick Derry, Chief of Bureau.

#### BUREAU OF LICENSES.

9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Telephone, 820 Cortlandt.

Francis V. S. Oliver, Jr., Chief of Bureau.

Principal Office, Room 1, City Hall.

Branch Office, Room 12, Borough Hall, Brooklyn.

Branch Office, Richmond Borough Hall, Room 23, New Brighton, S. I.

Branch Office, Hackett Building, Long Island City, Borough of Queens.

#### AQUEDUCT COMMISSIONERS.

Room 207, No. 280 Broadway, 5th floor, 9 a. m. to 4 p. m. Telephone, 1942 Worth.

The Mayor, the Comptroller, ex-officio, Commissioners John F. Cowan (President), William H. Ten Eyck, John J. Ryan and John F. Windolph; Harry W. Walker, Secretary; Walter H. Sears, Chief Engineer.

#### ARMORY BOARD.

Mayor George B. McClellan, the Comptroller, Herman A. Metz, the President of the Board of Aldermen, Patrick F. McGowan, Brigadier-General George Moore Smith, Brigadier-General John G. Eddy, Captain J. W. Miller, the President of the Department of Taxes and Assessments, Lawson Purdy.

Harrie Davis, Secretary, Room 6, Basement, Hall of Records, Chambers and Centre streets.

Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Telephone, 3900 Worth.

#### ART COMMISSION.

City Hall, Room 21. Telephone, 1107 Cortlandt. Robert W. de Forest, Trustee Metropolitan Museum of Art, President; Frank D. Millet, Painter, Vice-President; John B. Pine, Secretary; A. Augustus Healy, President of the Brooklyn Institute of Arts and Sciences; George B. McClellan, Mayor of the City of New York; John Bigelow, President of New York Public Library; Arnold W. Brunner, Architect; Charles Howland Russell, Frederic B. Pratt, Herbert Adams, Sculptor.

John Quincy Adams, Assistant Secretary.

#### BELLEVUE AND ALLIED HOSPITALS.

Office, Bellevue Hospital, Twenty-sixth street and First avenue. Telephone, 440 Madison Square.

Board of Trustees—Dr. John W. Brannan, President; James K. Paulding, Secretary; James A. Farley, Samuel Sachs, Leopold Stern, John G. O'Keeffe, Arden M. Robbins, Robert W. Hebbard, ex-officio.

#### BOARD OF ALDERMEN.

No. 11 City Hall, 10 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m. Telephone, 7560 Cortlandt.

Patrick F. McGowan, President. P. J. Scully, City Clerk.

#### BOARD OF ASSESSORS.

Office, No. 320 Broadway, 9 a. m. to 4 p. m.; Saturdays, 12 m. Antonio Zucca.

Paul Weimann. James H. Kennedy.

William H. Jasper, Secretary. Telephone, 29, 30 and 31 Worth.

#### BOARD OF ELECTIONS.

Headquarters General Office, No. 107 West Forty-first Street. Commissioners—John T. Dooling (President), Charles B. Page (Secretary), James Kane, John E. Smith.

Michael T. Daly, Chief Clerk. Telephone, 2946 Bryant.

#### BOROUGH OFFICES.

Manhattan. No. 112 West Forty-second street. William C. Baxter, Chief Clerk.

The Bronx. One Hundred and Thirty-eighth street and Mott Avenue (Solingen Building). Cornelius A. Bunner, Chief Clerk.

Brooklyn. No. 42 Court street (Temple Bar Building). George Russell, Chief Clerk.

**Queens.**  
No. 46 Jackson avenue, Long Island City. Carl Voegel, Chief Clerk.

**Richmond**  
Borough Hall, New Brighton, S. I. Charles M. Schwalbe, Chief Clerk. All offices open from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

#### BOARD OF ESTIMATE AND APPORTIONMENT.

The Mayor, Chairman; the Comptroller, President of the Board of Aldermen, President of the Borough of Manhattan, President of the Borough of Brooklyn, President of the Borough of The Bronx, President of the Borough of Queens, President of the Borough of Richmond.

#### OFFICE OF THE SECRETARY.

No. 277 Broadway, Room 1406. Telephone, 2280 Worth.

Joseph Haag, Secretary; William M. Lawrence, Assistant Secretary. Charles V. Ade, Clerk to Board.

#### OFFICE OF THE CHIEF ENGINEER.

Nelson P. Lewis, Chief Engineer, No. 277 Broadway, Room 1408. Telephone, 2281 Worth.

Arthur S. Tuttle, Engineer in charge Division of Public Improvements, No. 277 Broadway, Room 1408. Telephone, 2281 Worth.

Harry P. Nichols, Engineer in charge Division of Franchises, No. 277 Broadway, Room 801. Telephone, 2282 Worth.

#### BOARD OF EXAMINERS.

Rooms 6027 and 6028 Metropolitan Building, No. 1 Madison avenue, Borough of Manhattan, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m. Telephone, 580 Gramercy.

Warren A. Conover, Charles Buek, Lewis Hardinge, Charles G. Smith, Edward F. Croker, William A. Boring and George A. Just, Chairman. Edward V. Barton, Clerk. Board meeting every Tuesday at 2 p. m.

#### BOARD OF PAROLE OF THE NEW YORK CITY REFORMATORY OF MISDEMEANANTS.

Office, No. 148 East Twentieth street.

John J. Barry, Commissioner of Correction, President.

Wm. E. Wyatt, Judge, Special Sessions, First Division.

Robert J. Wilkin, Judge, Special Sessions, Second Division.

Frederick B. House, City Magistrate, First Division.

Edward J. Dooley, City Magistrate, Second Division.

Samuel B. Hamburger, John C. Heintz, Dominick D. Dario, James F. Boyle. Thomas R. Minnick, Secretary.

#### BOARD OF REVISION OF ASSESSMENTS.

Herman A. Metz, Comptroller.

Francis K. Pendleton, Corporation Counsel.

Lawson Purdy, President of the Department of Taxes and Assessments.

Henry J. Storrs, Chief Clerk, Finance Department, No. 280 Broadway.

Telephone, 1200 Worth.

#### BOARD OF WATER SUPPLY.

Office, No. 299 Broadway.

John A. Bensel, Charles N. Chadwick, Charles A. Shaw, Commissioners.

Thomas Hassett, Secretary.

J. Waldo Smith, Chief Engineer.

#### COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115 Stewart Building, No. 280 Broadway, 9 a. m. to 4 p. m.

Telephone, 4315 Worth.

John Purroy Mitchel, Henry C. Buncke, Commissioners.

#### CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.

Office of the Commission, Room 219, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City.

Commissioners—William E. Stillings, George C. Norton, Lewis A. Abrams.

Lamont McLaughlin, Clerk.

Regular advertised meetings on Monday, Wednesday and Friday of each week at 2 o'clock p. m.

#### CITY CLERK AND CLERK OF THE BOARD OF ALDERMEN.

City Hall, Rooms 11, 12; 10 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m.

Telephone, 7560 Cortlandt.

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

Joseph F. Prendergast, First Deputy.

John T. Oakley, Chief Clerk of the Board of Aldermen.

Joseph V. Sculley, Clerk, Borough of Brooklyn.

Thomas J. McCabe, Deputy City Clerk, Borough of The Bronx.

William R. Zimmerman, Deputy City Clerk, Borough of Queens.

Joseph F. O'Grady, Deputy City Clerk, Borough of Richmond.

#### CITY RECORD OFFICE.

BUREAU OF PRINTING, STATIONERY AND BLANK BOOKS.

Supervisor's Office, Park Row Building, No. 21 Park Row. Entrance, Room 807, 9 a. m. to 4 p. m.

Saturdays, 9 a. m. to 12 m.

Telephone, 1505 and 1506 Cortlandt. Supply Room, No. 2, City Hall.

Patrick J. Tracy, Supervisor; Henry McMillen, Deputy Supervisor C. McKemie, Secretary.

#### COMMISSIONER OF LICENSES.

Office, No. 277 Broadway.

John N. Bogart, Commissioner.

James P. Archibald, Deputy Commissioner.

John J. Caldwell, Secretary.

Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 2828 Worth.

#### COMMISSIONERS OF SINKING FUND.

George B. McClellan, Mayor, Chairman; Herman A. Metz, Comptroller; James J. Martin, Chamberlain; Patrick F. McGowan, President of the Board of Aldermen, and Timothy P. Sullivan, Chairman Finance Committee, Board of Aldermen, Members N. Taylor Phillips, Deputy Comptroller, Secretary, Office of Secretary, Room 12, Stewart Building. Telephone, 1200 Worth.

#### DEPARTMENT OF BRIDGES.

Nos. 13-21 Park Row.

James W. Stevenson, Commissioner.

John H. Little, Deputy Commissioner.

#### DEPARTMENT OF ELECTRICAL INSPECTION.

Office, No. 107 West Forty-first Street.

John T. Dooling, Commissioner.

Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 1200 Worth.

#### DEPARTMENT OF INSPECTION.

William M. Hoge, Auditor of Accounts in Charge.

Room 39.

#### DEPARTMENT OF REAL ESTATE.

Mortimer J. Brown, Appraiser of Real Estate.

Rooms 101, 102 and 103.

#### BUREAU FOR THE COLLECTION OF TAXES.

Borough of Manhattan—Stewart Building, Room 0.

David E. Austen, Receiver of Taxes.

John J. McDonough and William H. Loughran, Deputy Receivers of Taxes.

#### DEPARTMENT OF STREET CLEANING.

Nos. 13 to 21 Park Row, 9 a. m. to 4 p. m.

Telephone, 3663 Cortlandt.

William H. Edwards, Commissioner.

James J. Hogan, Deputy Commissioner, Borough of Manhattan.

#### BOROUGH OF THE BRONX—MUNICIPAL BUILDING, THIRD AND TREMONT AVENUES.

John B. Underhill and Stephen A. Nugent, Deputy Receivers of Taxes.

#### BOROUGH OF BROOKLYN—MUNICIPAL BUILDING, ROOMS 2-8.

Thomas J. Drennan and William Gallagher, Deputy Receivers of Taxes.

#### BOROUGH OF QUEENS—HACKETT BUILDING, JACKSON AVENUE AND FIFTH STREET, LONG ISLAND CITY.

George H. Creed and Mason O. Smedley, Deputy Receivers of Taxes.

#### BOROUGH OF RICHMOND—BOROUGH HALL, ST. GEORGE NEW BRONX.

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 Moynahan, Collector of Assessments and Arrears.

Richard E. Weldon, Deputy Collector of Assessments and Arrears.

#### BOROUGH OF THE BRONX—MUNICIPAL BUILDING ROOMS 1-3.

James J. Donovan, Jr., Deputy Collector of Assessments and Arrears.

#### BOROUGH OF BROOKLYN—MECHANICS' BANK BUILDING, CORNER COURT AND MONTAGUE STREETS.

John M. Gray, Deputy Collector of Assessments and Arrears.

#### BOROUGH OF QUEENS—HACKETT BUILDING, JACKSON AVENUE AND FIFTH STREET, LONG ISLAND CITY.

Owen J. Murphy, Deputy Commissioner, Borough of Brooklyn.  
Julian Scott, 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 Putzel, Hugh Hastings, Charles J. McCormack, John J. Halloran. Telephone, 3900 Worth.

## DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

Nos. 13 to 21 Park Row, 9 a. m. to 4 p. m.  
Telephones, Manhattan, 8520 Cortlandt; Brooklyn, 3080 Main; Queens, 439 Greenpoint; Richmond, 94 Tompkinsville; Bronx, 62 Tremont.  
John H. O'Brien, Commissioner.  
M. F. Loughman, Deputy Commissioner.  
I. M. de Varona, Chief Engineer.  
George W. Birdsall, Consulting Hydraulic Engineer.  
George F. Sever, Consulting Electrical Engineer.  
Charles F. Lacombe, Chief Engineer of Light and Power.  
Hubert S. Wynkoop, Electrical Engineer.  
Michael C. Padden, Water Register, Manhattan.  
William A. Hawley, Secretary to Commissioner.  
William C. Cozier, Deputy Commissioner, Borough of Brooklyn, Municipal Building, Brooklyn.  
Walter E. Spear, Chief Engineer.  
John W. McKay, Assistant Engineer in Charge, Borough of Richmond.  
William R. McGuire, Water Register, Brooklyn.  
Charles C. Marrin, 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. Donohoe, President; John J. Moore, Secretary; John J. Dunn, Treasurer; ex-officio, Horace Loomis and Matthew E. Healy.  
Rooms Nos. 14, 15 and 16 Aldrich Building, Nos. 149 and 151 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, 640 Plaza, Manhattan; 2653 Main, Brooklyn.  
Nicholas J. Hayes, Commissioner.  
P. A. Whitney, Deputy Commissioner.  
Charles C. Wise, Deputy Commissioner, Boroughs of Brooklyn and Queens.

William A. Larney, Secretary; Mark Levy, Secretary to the Commissioner; George F. Dobson, 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, 640 Plaza.

Peter J. Quigley, Secretary of Relief Fund, Nos. 157 and 159 East Sixty-seventh street, Manhattan.  
Telephone, 640 Plaza.

Peter Seery, Fire Marshal, Boroughs of Manhattan, The Bronx and Richmond.

William L. Beers, Fire Marshal, Boroughs of Brooklyn and Queens.

Andrew P. Martin, Chief Inspector, Fire Alarm Telegraph Bureau, Boroughs of Manhattan, The Bronx and Richmond.

Timothy S. Mahoney, in charge Telegraph Bureau Boroughs of Brooklyn and Queens.

William T. Beggin, 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, 3900 Worth.  
Francis K. Pendleton, Corporation Counsel.  
Assistants—Theodore Connolly, George L. Sterling, Charles D. Olendorf, William P. Burr, R. Percy Chittenden, David Rumsey, William Beers Crowell, John L. O'Brien, Terence Farley, Edward J. McGoldrick, Cornelius F. Collins, John F. O'Brien, Edward S. Malone, Edwin J. Freedman, Curtis A. Peters, Louis H. Hahlo, Stephen O'Brien, Frank B. Pierce, Charles A. O'Neil, Richard H. Mitchell, John Widdecombe, Joel J. Squier, Arthur Sweeny, William H. King, George P. Nicholson, George Harold Folwell, Harford P. Walker, Alfred W. Booraem, J. Gabriel Britt, Francis J. Byrne, Francis Martin, Charles McIntyre, Clarence L. Barber, Solon Derrick, James P. O'Connor, William H. Jackson, Edward Maxson, Elliott S. Benedict, Isaac Phillips, Edward A. McShane, Eugene Fay, Ricardo M. DeAcosta, Francis X. McQuade, Raymond D. Fosdick, John M. Barrett, I. Townsend Burden, Jr. Secretary to the Corporation Counsel—Edmund Kirby.

Chief Clerk—Andrew T. Campbell.

BROOKLYN OFFICE.  
Borough Hall, 2d floor, 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.  
Telephone, 2048 Main.  
James D. Bell, Assistant in charge.

BUREAU OF STREET OPENINGS.  
No. 90 West Broadway, 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.

Telephone, 8190 Cortland.  
John P. Dunn, Assistant in charge.

BUREAU FOR THE RECOVERY OF PENALTIES.  
No. 119 Nassau street, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 4526 Cortland.  
Herman Stiebel, Assistant in charge.

BUREAU FOR THE COLLECTION OF ARREARS OF PERSONAL TAXES.  
No. 280 Broadway, 5th floor. Office hours for public, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 4585 Worth.  
Geo. O'Reilly, Assistant in charge.

TENEMENT HOUSE BUREAU AND BUREAU OF BUILDINGS.  
No. 44 East Twenty-third street, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 1961 Gramercy.  
John P. O'Brien, Assistant in charge.

## METROPOLITAN SEWERAGE COMMISSION.

Office, No. 17 Battery place. George A. Soper, Ph. D., President; James H. Fuertes, Secretary; H. de B. Parsons, Charles Sooysmith, Linsky R. Williams, M. D.  
Telephone, 1694 Rector.

## MUNICIPAL CIVIL SERVICE COMMISSION.

No. 299 Broadway, 9 a. m. to 4 p. m.  
Frank L. Poik, R. Ross Appleton, Arthur J. O'Keefe.  
Frank A. Spencer, Secretary.  
John F. Skelly, Assistant Secretary.

Labor Bureau.  
Nos. 54-60 Lafayette street.  
Telephone, 2140 Worth.

## MUNICIPAL EXPLOSIVES COMMISSION.

Nos. 157 and 159 East Sixty-seventh street, Head-quarters Fire Department.  
Patrick A. Whitney, Deputy Fire Commissioner and Chairman; William Montgomery, John Sherry, C. Andrade, Jr., Abram A. Breneman.  
Telephone, 640 Plaza.  
Franz S. Wolf, Secretary, Nos. 365-367 Jay street, Brooklyn.  
Stated meeting, Friday of each week, at 3 p. m.  
Telephone, 3520 Main.

## POLICE DEPARTMENT.

CENTRAL OFFICE.  
No. 300 Mulberry street, 9 a. m. to 4 p. m.  
Telephone, 3100 Spring.  
William F. Baker, Commissioner.  
Frederick H. Bugher, First Deputy Commissioner.  
Josiah A. Stover, Third Deputy Commissioner.  
Alfred W. Booraem, Fourth Deputy Commissioner.  
William H. Kipp, Chief Clerk.

## PUBLIC SERVICE COMMISSION.

The Public Service Commission for the First District, Tribune Building, No. 154 Nassau street, Manhattan.

Office hours, 8 a. m. to 11 p. m., every day in the year, including holidays and Sundays.

Stated public meetings of the Commission, Tuesdays and Fridays at 11.30 a. m. in the Public Hearing Room of the Commission, third floor of the Tribune Building, unless otherwise ordered.

Commissioners—William R. Willcox, Chairman; William McCarroll, Edward M. Bassett, Milo R. Maltbie, John E. Eustis, Counsel, George S. Coleman, Secretary, Travis H. Whitney.  
Telephone, 4150 Beekman.

## TENEMENT HOUSE DEPARTMENT.

Manhattan Office, No. 44 East Twenty-third street.  
Telephone, 531 Gramercy.  
Edmond J. Butler, Commissioner.  
Wm. H. Abbott, Jr., First Deputy Commissioner.  
Brooklyn Office (Boroughs of Brooklyn, Queens and Richmond), Temple Bar Building, No. 44 Court street.  
Telephone, 3825 Main.  
John McKeown, Second Deputy Commissioner.  
Bronx Office, Nos. 2804, 2806 and 2808 Third Ave nue.  
Telephone, 967 Melrose.  
William B. Calvert, Superintendent.

## BOROUGH OFFICES.

## BOROUGH OF THE BRONX.

Office of the President, corner Third avenue and One Hundred and Seventy-seventh street; 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Louis F. Haffen, President.  
Henry A. Gumbleton, Secretary.

John F. Murray, Commissioner of Public Works.  
John A. Hawkins, Assistant Commissioner of Public Works.

Josiah A. Briggs, Chief Engineer.  
Frederick Greifenberg, Principal Assistant Topographical Engineer.

Charles H. Graham, Engineer of Sewers.

Thomas H. O'Neil, Superintendent of Sewers.

Samuel C. Thompson, Engineer of Highways.

Patrick J. Reville, Superintendent of Buildings.

John A. Mason, Assistant Superintendent of Buildings.

Peter J. Stumpf, Superintendent of Highways.

Albert H. Liebenau, Superintendent of Public Buildings and Offices.

Telephone, 2680 Tremont.

## BOROUGH OF MANHATTAN.

Office of the President, Nos. 14, 15 and 16 City Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
John F. Ahearn, President.

Bernard Downing, Secretary.

John Cloughen, Commissioner of Public Works.

James J. Hagan, Assistant Commissioner of Public Works.

George F. Scannell, Superintendent of Highways.

Edward S. Murphy, Superintendent of Buildings.

Frank J. Goodwin, Superintendent of Sewers.

John R. Voorhis, Superintendent of Buildings and Offices.

Telephone, 6725 Cortlandt.

## BOROUGH OF QUEENS.

President's Office, Borough Hall, Jackson avenue and Fifth street, Long Island City; 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Lawrence Gresser, President.

Alfred Denton, Commissioner of Public Works.

Harry Sutphin, Assistant Commissioner of Public Works.

Patrick E. Leahy, Superintendent of Highways.

Carl Berger, Superintendent of Buildings.

Cornelius Burke, Superintendent of Sewers.

Arrow C. Hankins, Superintendent of Street Cleaning.

Edward F. Kelly, Superintendent of Public Buildings and Offices.

Telephone, 1900 Greenpoint.

## BOROUGH OF RICHMOND.

President's Office, New Brighton, Staten Island.

George Cromwell, President.

Maybury Fleming, Secretary.

Louis Lincoln Tribus, Consulting Engineer and Acting Commissioner of Public Works.

William R. Hillyer, Assistant Commissioner of Public Works, Bureau of Engineering—Topography.

Theodore S. Oxholm, Engineer in charge, Bureau of Engineering—Construction.

John Seaton, Superintendent of Buildings.

H. E. Buel, Superintendent of Highways.

John T. Fetherston, Assistant Engineer and Acting Superintendent of Street Cleaning.

Ernest H. Seehusen, Superintendent of Sewers.

John Timlin, Jr., Superintendent of Public Buildings and Offices.

Offices—Borough Hall, New Brighton, N. Y., 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 1000 Tompkinsville.

## CORONERS.

Borough of The Bronx—Corner of Third avenue and Tremont avenue—Telephone, 1250 Tremont and 1402 Tremont.

Robert F. McDonald, A. F. Schwanecke.

William T. Austin, Chief Clerk.

Borough of Brooklyn—Office, Rooms 1 and 3 Municipal Building, Telephone, 4004 Main and 4005 Main.

Henry J. Brewer, M. D., John F. Kennedy.

Joseph McGuiness, Chief Clerk.

Open all hours of the day and night.

Borough of Manhattan—Office, Criminal Courts Building, Centre and White streets. Open at all times of the day and night.

Coroners: Julius Harburger, Peter P. Acritelli, George F. Shraday, Jr., Peter Dooley.

Julius Harburger, President Board of Coroners.

Jacob E. Bausch, Chief Clerk.

Telephones, 1094, 5057, 5058 Franklin.

Borough of Queens—Office, Borough Hall, Fulton street, Jamaica, L. I.

Samuel D. Nutt, Alfred S. Ambler.

Martin Mager, Jr., Chief Clerk.

Office hours, from 9 a. m. to 10 p. m.

Borough of Richmond—No. 44 Second street, New Brighton. Open for the transaction of business all hours of the day and night.

Matthew J. Cahill, Telephone, 7 Tompkinsville.

## COUNTY OFFICES.

## NEW YORK COUNTY.

## COMMISSIONER OF JURORS.

Room 127 Stewart Building, Chambers street and Broadway, 9 a. m. to 4 p. m.

Thomas Allison, Commissioner.

Frederick P. Simpson, Assistant Commissioner.

Frederick O'Byrne, Secretary.

Telephone, 241 Worth.

## COMMISSIONER OF RECORDS.

Office, Hall of Records.

William S. Andrews, Commissioner.

James O. Farrell, Deputy Commissioner.

William Moores, Superintendent.

James J. Fleming, Jr., Secretary.

Telephone, 3900 Worth.

## COUNTY CLERK.

Nos. 5, 8, 9, 10 and 11 New County Court-house.

Office hours from 9 a. m. to 4 p. m.

Peter J. Dooling, County Clerk.

John F. Curry, Deputy.

Joseph J. Glennon, Secretary.

Telephone, 870 Cortlandt.

## DISTRICT ATTORNEY.

Building for Criminal Courts, Franklin and Centre streets.

Office hours from 9 a. m. to 5 p. m., Saturdays, 9 a. m. to 12 m.

Wm. Travers Jerome, District Attorney.

John A. Henneberry, Chief Clerk.

Fourth Wednesday of March, without a Jury.  
 Fourth Wednesday of April, without a Jury.  
 Fourth Wednesday of July, without a Jury.  
 Fourth Wednesday of September, without a Jury.  
 Fourth Wednesday of October, without a Jury.  
 Fourth Wednesday of December, without a Jury.  
 Surrogate's Court—Stephen D. Stephens, Surrogate.  
 Mondays, at the Borough Hall, St. George, at 10:30 o'clock a. m.  
 Tuesdays, at the Borough Hall, St. George, at 10:30 o'clock a. m.  
 Wednesdays, at the Surrogate's Office, Richmond at 10:30 o'clock a. m.

## 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. (Friday, Motion day at 10:30 a. m.)

Edward Patterson, Presiding Justice; George L. Ingraham, Chester B. McLaughlin, Frank C. McLaughlin, John Proctor Clarke, James W. Houghton, Francis M. Scott, Justices; Alfred Wagstaff, Clerk; William Lamb, Deputy Clerk.

Clerk's Office opens at 9 a. m.

Telephone, 3840 Madison Square.

## SUPREME COURT—FIRST DEPARTMENT.

County Court-house, Chambers street. Court open from 10:15 a. m. to 4 p. m.

Special Term, Part I. (motions), Room No. 16.

Special Term, Part II. (ex parte business), Room No. 13.

Special Term, Part III., Room No. 19.

Special Term, Part IV., Room No. 20.

Special Term, Part V., Room No. 6.

Special Term, Part VI. (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. 21.

Trial Term, Part V., Room No. 24.

Trial Term, Part VI., Room No. 18.

Trial Term, Part VII., Room No. —.

Trial Term, Part VIII., Room No. 23.

Trial Term, Part IX., Room No. 35.

Trial Term, Part X., Room No. 26.

Trial Term, Part XI., Room No. 27.

Trial Term, Part XII., Room No. —.

Trial Term, Part XIII., and Special Term, Part VII., Room No. 36.

Trial Term, Part XIV., Room No. 28.

Trial Term, Part XV., Room No. 37.

Trial Term, Part XVI., Room No. —.

Trial Term, Part XVII., Room No. 20.

Trial Term, Part XVIII., Room No. 29.

Appellate Term, Room No. 29.

Naturalization Bureau, Room No. 38, third floor.

Assignment Bureau, room on mezzanine floor northeast.

Clerk's 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.

Trial Term, Part I. (criminal business).

Criminal Court-house, Centre street.

Justices—Charles H. Truax, Charles F. MacLean, Henry Bischoff, Leonard A. Giegerich, P. Henry Dugro, Henry A. Gildersleeve, James Fitzgerald, James A. O'Gorman, James A. Blanchard, Samuel Greenbaum, Edward M. McCall, Edward B. Amend, Vernon M. Davis, Victor J. Dowling, Joseph E. Newburger, John W. Goff, Samuel Seabury, M. Warley Platsek, Peter A. Hendrick, John Ford, Charles W. Dayton, John J. Brady, Mitchell L. Erlanger, Charles L. Guy, James W. Gerard, Irving Lehman.

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, 6064 Franklin.

## COURT OF GENERAL SESSIONS.

Held in the Building for Criminal Courts, Centre Elm, White and Franklin streets.

Court opens at 10:30 a. m.

Thomas C. T. Crain, Otto A. Rosalsky, Warren W. Foster, Thomas C. O'Sullivan, Edward Swann, Joseph F. McGuire, James T. Malone, Judges of the Court of General Sessions. Edward R. Carroll, Clerk. Telephone, 1201 Franklin.

Clerk's Office open from 9 a. m. to 4 p. m.

During July and August Clerk's Office will close at 2 p. m., and on Saturdays at 12 m.

## CITY COURT OF THE CITY OF NEW YORK.

No. 32 Chambers street, Brownstone Building, City Hall Park, from 10 a. m. to 4 p. m.

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 B. Delehanty, Joseph J. Green, Alexander Finelite, Thomas F. Donnelly, John V. McAvoy, Peter Schmuck, Richard T. Lynch, Edward B. LaFeta, 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, Ward H. Olmsted, Joseph M. Deuel, Lorenz Zeller, John B. Mayo, Franklin Chase Hoyt. William M. Fuller, Acting Clerk.

City Magistrates to sit in the Court of Special Sessions until November 30, 1909—Charles W. Harris, Joseph F. Moss.

Clerk's Office open from 9 a. m. to 4 p. m.

Telephone, 2092 Franklin, Clerk's office.

Telephone, 601 Franklin, Justices' chambers.

Second Division—Trial Days—No. 171 Atlantic avenue, Brooklyn, Mondays, Thursdays and Fridays at 10 o'clock; Town Hall, Jamaica, Borough of Queens, Tuesday at 10 o'clock; Borough Hall, St. George, Borough of Richmond, Wednesdays at 10 o'clock.

Justices—Howard J. Forker, John Fleming, Morgan M. L. Ryan, Robert J. Wilkin, George J. O'Keefe, James J. McInerney, Joseph L. Kerrigan Clerk; John J. Dorman, Deputy Clerk.

Clerk's Office, No. 171 Atlantic avenue, Borough of Brooklyn, open from 9 a. m. to 4 p. m.

## CHILDREN'S COURT.

First Division—No. 66 Third avenue, Manhattan Ernest K. Coulter, Clerk.

Telephone, 5353 Stuyvesant.

Second Division—No. 102 Court street, Brooklyn William F. Delaney, Clerk.

Telephone, 627 Main.

## CITY MAGISTRATES' COURT.

## First Division.

Court open from 9 a. m. to 4 p. m.

City Magistrates—Robert C. Cornell, Leroy B. Crane, Peter T. Barlow, Matthew P. Breen, Joseph F. Moss, Henry Steinert, Daniel E. Finn, Frederick B. House, Charles N. Harris, Frederic Kernochan, Arthur C. Butts, Joseph E. Corrigan, Moses Herron, Paul Krotel, Keyran J. O'Connor, Henry W. Herbert.

Philip Bloch, Secretary, One Hundred and Twenty-first street and Sylvan place.

First District—Criminal Court Building

Second District—Jefferson Market.

Third District—No. 66 Essex street.

Fourth District—No. 151 East Fifty-seventh street.

Fifth District—One Hundred and Twenty-first street, southeastern corner of Sylvan place.

Sixth District—One Hundred and Sixty-first street and Brook avenue.

Seventh District—No. 314 West Fifty-fourth street, Eighth District—Main street, Westchester.

## Second Division.

Borough of Brooklyn.

City Magistrates—Edward J. Dooley, James G. Tighe, John Naumer, E. G. Higginbotham, Frank E. O'Reilly, Henry J. Furlong, A. V. B. Voorhees, Jr., Alexander H. Geissmar, John F. Hylan, Howard P. Nash.

President of the Board, Edward J. Dooley, No. 232 Clermont avenue.

Secretary to the Board, Charles J. Flanigan, Myrtle and Vanderbilt avenues, and No. 648 Halsey street.

## Courts.

First District—No. 318 Adams street.

Second District—Court and Butler streets.

Third District—Myrtle and Vanderbilt avenues.

Fourth District—No. 186 Bedford avenue.

Fifth District—No. 249 Manhattan avenue.

Sixth District—No. 495 Gates avenue.

Seventh District—No. 31 Snider avenue (Flatbush).

Eighth District—West Eighth street (Coney Island).

Ninth District—Fifth avenue and Twenty-third street.

Tenth District—No. 133 New Jersey avenue.

## Borough of Queens.

City Magistrates—Matthew J. Smith, Joseph Fitch, Maurice E. Connolly, Eugene C. Gilroy.

## Courts.

First District—St. Mary's Lyceum, Long Island City.

Second District—Town Hall, Flushing, L. I.

Third District—Central avenue, Far Rockaway, L. I.

## Borough of Richmond.

City Magistrates—Joseph B. Handy, Nathaniel Marsh.

## Courts.

First District—Lafayette place, New Brighton, Staten Island.

Second District—Village Hall, Stapleton, Staten Island.

## MUNICIPAL COURTS.

## Borough of Manhattan.

First District—The First District embraces the territory bounded on the south and west by the southerly and westerly boundaries of the said borough, on the north by the centre line of Fourteenth street and the centre line of Fifth street from the Bowery to Second avenue, on the east by the centre lines of Fourth avenue from Fourteenth street to Fifth street, Second avenue, Chrystie street, Division street and Catharine street.

Wauhoo Lynn, William F. Moore, John Hoyer, Justices.

Thomas O'Connell, Clerk; Francis Mangin, Deputy Clerk.

Location of Court—Merchants' Association Building, Nos. 54-60 Lafayette street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Additional Parts are held at southwest corner of Sixth avenue and Tenth street and at No. 128 Prince street.

Telephone, 6030 Franklin.

Second District—The Second District embraces the territory bounded on the south by the centre line of Fifth street from the Bowery to Second avenue and on the south and east by the southerly and easterly boundaries of the said borough, on the north by the centre line of East Fourteenth street, on the west by the centre lines of Fourth avenue from Fourteenth street to Fifth street, Second avenue, Chrystie street, Division street and Catharine street.

George F. Roesch, Benjamin Hoffman, Leon Sanders, Thomas F. Deane, Justices.

James J. Devlin, Clerk; Michael H. Looney Deputy Clerk.

Location of Court—Nos. 264 and 266 Madison street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Telephone, 2596 Orchard.

Third District—The Third District embraces the territory bounded on the south by the centre line of Fourteenth street, on the east by the centre line of Seventh avenue from Fourteenth street to Fifty-ninth street and by the centre line of Central Park West from Fifty-ninth street to Sixty-fifth street

on the north by the centre line of Sixty-fifth street and the centre line of Fifty-ninth street from Seventh to Eighth avenue, on the west by the westerly boundary of the said borough.

Thomas E. Murray, James W. McLaughlin, Justices.

Michael Skelly, Clerk; Henry Merzbach, Deputy Clerk.

Location of Court—No. 314 West Fifty-fourth street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Telephone number, 5450 Columbus.

Fourth District—The Fourth District embraces the territory bounded on the south by the centre line of East Fourteenth street, on the west by the centre line of Irving place, including its projection through Gramercy Park, on the north by the centre line of Fifty-ninth street, on the east by the easterly line of said borough; excluding, however, any portion of Blackwell's Island.

Michael F. Blake, William J. Boyhan, Justices.

Abram Bernard, Clerk; James Foley, Deputy Clerk.

Location of Court—Part I., and Part II., No. 151 East Fifty-seventh street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Telephone, 4006 Riverside.

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 10:30 o'clock 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.

## POLICE DEPARTMENT.

POLICE DEPARTMENT OF THE CITY OF NEW  
YORK, NO. 300 MULBERRY STREET, BOROUGH OF  
MANHATTAN.

SEALED BIDS OR ESTIMATES WILL BE  
received by the Police Commissioner of the  
Police Department of the City of New York at  
the Bookkeeper's Office, Central Department, un-  
til 10 o'clock a. m. on

TUESDAY, SEPTEMBER 7, 1909,

FOR COMPLETING CONTRACT EXEC-  
UTED BY NEW YORK STEAM FITTING  
COMPANY, FEBRUARY 18, 1905, WHICH  
WAS DECLARED ABANDONED, FOR FURNISH-  
ING ALL THE LABOR AND FURNISH-  
ING AND ERRECTING ALL THE MATE-  
RIALS NECESSARY TO INSTALL THE  
HEATING AND VENTILATING SYSTEM,  
BOILERS AND STEAM PIPING IN THE  
NEW BUILDING TO BE ERECTED ON  
THE BLOCK BOUNDED BY GRAND, CENT-  
RE AND BROOME STREETS AND CENT-  
RE MARKET PLACE, BOROUGH OF MAN-  
HATTAN, FOR HEADQUARTERS FOR THE  
POLICE DEPARTMENT OF THE CITY OF  
NEW YORK.

The time allowed for the erection and com-  
pletion of the entire work will be fifty (50)  
working days.

The amount of security required will be fifty  
per cent. (50%) of the amount of bid or esti-  
mate.

Bidders are particularly requested to examine  
the plans, specifications and location of the work  
before bidding, and they are expressly notified  
that no deviation from the specifications will be  
allowed unless the same has been previously  
authorized by and written permission therefor  
obtained from the Police Commissioner.

For particulars as to the quantity and quality  
of the supplies or the nature and extent of the  
work required or of the materials to be fur-  
nished, bidders are referred to the specifications  
and lists of materials, supplies and apparatus  
to be furnished, and to the plans on file at the  
office of F. L. V. Hoppin, Architect, No. 244  
Fifth avenue, Borough of Manhattan, where  
blank forms for making bids or estimates, with  
the proper envelope in which to inclose the same,  
may be obtained.

The bidder shall state one aggregate price for  
the whole work described and specified, as the  
contract is entire and for a complete job.

Bidders will write out the total amount of  
their estimates, in addition to inserting the same  
in figures.

WILLIAM F. BAKER, Commissioner.  
New York, August 25, 1909.

a25,s7

See General Instructions to Bidders  
on the last page, last column, of  
the "City Record."

POLICE DEPARTMENT—CITY OF NEW YORK.  
OWNERS WANTED BY THE PROPERTY  
Clerk of the Police Department of The  
City of New York, No. 300 Mulberry street,  
Room No. 9, for the following property, now in  
his custody, without claimants: Boats, rope, iron,  
lead, male and female clothing, boots, shoes,  
wine, blankets, diamonds, canned goods, liquors,  
etc.; also small amount of money taken from  
prisoners and found by Patrolmen of this  
Department.

WILLIAM F. BAKER,  
Police Commissioner.

POLICE DEPARTMENT—CITY OF NEW YORK,  
BOROUGH OF BROOKLYN.

OWNERS WANTED BY THE PROPERTY  
Clerk of the Police Department of The  
City of New York—Office, No. 209 State street,  
Borough of Brooklyn—for the following property, now in  
his custody, without claimants: Boats, rope, iron,  
lead, male and female clothing, boots, shoes,  
wine, blankets, diamonds, canned goods, liquors,  
etc.; also small amount of money taken from  
prisoners and found by Patrolmen of this  
Department.

WILLIAM F. BAKER,  
Police Commissioner.

DEPARTMENT OF DOCKS AND  
FERRIES.

DEPARTMENT OF DOCKS AND FERRIES, PIER "A,"  
FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH  
OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE  
received by the Commissioner of Docks at  
the above office until 12 o'clock m. on

THURSDAY, SEPTEMBER 2, 1909,  
Borough of Manhattan.

CONTRACT NO. 1186.

FOR FURNISHING ALL THE LABOR AND  
MATERIALS REQUIRED FOR PREPARING  
FOR AND LAYING IRON SLAG BLOCK AND  
GRANITE PAVEMENT ON PORTIONS OF  
THE MARGINAL STREET BETWEEN  
WHITEHALL AND BROAD STREETS, EAST  
RIVER, AND GRANITE BLOCK PAVEMENT  
BETWEEN ALBANY AND LIBERTY  
STREETS, NORTH RIVER, AND BETWEEN

WEST THIRTIETH AND WEST THIRTY-  
THIRD STREETS, NORTH RIVER, AND FOR  
LAYING A GRANITE CROSSWALK ALONG  
THE SOUTHERLY LINE OF WEST TWEN-  
TY-SECOND STREET, NORTH RIVER, BOR-  
OUGH OF MANHATTAN.

The time for the completion of the work and  
the full performance of the contract is on or  
before the expiration of one hundred (100) calendar  
days.

The amount of security required is Twenty  
Thousand Dollars (\$20,000).

The bidder shall state a price for furnishing  
all of the labor and material called for in Classes  
1, 2 and 3 of the contract, and a total price for  
all of the work described and specified in all of  
the classes, as the contract is entire and for a  
complete job, and, if awarded, will be awarded to  
the bidder whose bid is the lowest for doing all  
of the work and whose bid is regular in all  
respect.

Work must be done at the time and in the  
manner and in such quantities as may be directed.

Blank forms and further information may be  
obtained and the plans and drawings may be  
seen at the office of the said Department.

DENIS A. JUDGE, Acting Commissioner.  
Dated August 20, 1909.

a21,s2  
TANICAL GARDEN), FOR PARKS, BOR-  
OUGH OF THE BRONX.

The time for the delivery of the articles, mate-  
rials and supplies and the completion of the con-  
tract is sixty (60) days.

The amount of security required is Three  
Hundred Dollars (\$300).

The bids will be compared and the contract  
awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of  
the Department of Parks, Zhrowski Mansion,  
Clarendon Park, The Bronx.

HENRY SMITH, President;  
JOSEPH I. BERRY,  
MICHAEL J. KENNEDY,  
Commissioners of Parks.

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, SEPTEMBER 2, 1909,  
Borough of Manhattan.

FOR FURNISHING AND DELIVERING  
PORTLAND CEMENT, BUILDING SAND  
AND BROKEN STONE FOR USE IN THE  
CONSERVATORY LAKE IN CENTRAL  
PARK, BOROUGH OF MANHATTAN, THE  
CITY OF NEW YORK.

The date stipulated for the completion of the  
whole work is November 15, 1909.

The amount of the security required is Three  
Thousand Five Hundred Dollars (\$3,500).

The bids will be compared and the contract  
awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of  
the Department of Parks, Borough of Manhattan,  
Arsenal, Central Park.

HENRY SMITH, President;  
JOSEPH I. BERRY,  
MICHAEL J. KENNEDY,  
Commissioners of Parks.

Dated August 20, 1909.

a20,s2

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, SEPTEMBER 2, 1909,  
Borough of Brooklyn.

FOR FURNISHING ALL THE LABOR AND  
MATERIALS NECESSARY TO CONSTRUCT  
AND COMPLETE A TEMPORARY GAL-  
VANIZER IRON PIPE AND WIRE MESH  
FENCE, INCLUDING GATE, AROUND LAKE  
IN SUNSET PARK, BOROUGH OF BROOK-  
LYN, TOGETHER WITH ALL THE WORK  
INCIDENTAL THERETO.

The time for the completion of the contract  
is twenty (20) consecutive working days.

The amount of security required is One Thou-  
sand Dollars (\$1,000).

The bids will be compared and the contract  
awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of  
the Department of Parks, Litchfield Mansion,  
Prospect Park, Brooklyn.

Dated August 17, 1909.

HENRY SMITH, President;  
JOSEPH I. BERRY,  
MICHAEL J. KENNEDY,  
Commissioners of Parks.

a18,s2

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, SEPTEMBER 2, 1909,  
Borough of Brooklyn.

FOR FURNISHING ALL THE LABOR AND  
MATERIALS FOR RESURFACING WITH  
ASPHALT THE OLD WALKS IN FORT  
GREENE PARK, BOROUGH OF BROOK-  
LYN.

The time for the completion of the contract  
is twenty (20) consecutive working days.

The amount of security required is Six Thou-  
sand Dollars (\$6,000).

The bids will be compared and the contract  
awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of  
the Department of Parks, Litchfield Mansion,  
Prospect Park, Brooklyn.

Dated August 17, 1909.

HENRY SMITH, President;  
JOSEPH I. BERRY,  
MICHAEL J. KENNEDY,  
Commissioners of Parks.

a18,s2

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, affected  
by the following assessment for LOCAL  
IMPROVEMENTS in the BOROUGH OF  
BROOKLYN:

TWENTY-FOURTH WARD, SECTION 5,  
AND TWENTY-FIFTH WARD, SECTION 6,  
FENCING VACANT LOTS on LINCOLN  
PLACE, north side, between Rogers and Nostran-  
davies; on BERGEN STREET, north  
side, between Buffalo and Ralph avenues; on  
ATLANTIC AVENUE, south side, and on  
PACIFIC STREET, south side, between Utica and  
Rochester avenues; on ROCHESTER AVENUE,  
west side, between Atlantic and Dean street,  
and between St. Marks avenue and Bergen  
street; northeast corner of ROCHESTER  
AVENUE AND PACIFIC STREET; northwest  
corner of ATLANTIC AVENUE AND OLIVE  
PLACE; north side of PACIFIC STREET, and  
south side of ATLANTIC AVENUE, between  
Ralph and Howard avenues; on ST. MARKS  
AVENUE, north side, between Hopkinson and  
Saratoga avenues; on SARATOGA AVENUE,  
east side, between St. Marks avenue and Bergen  
street; northwest corner of ST. MARKS  
AVENUE AND SARATOGA AVENUE. Area  
of assessment: North side of Lincoln place,  
between Rogers and Nostran avenues; north side  
of Bergen street, between Buffalo and Ralph  
avenues, Lot No. 73, Block 1351; south side  
of Atlantic avenue, between Utica and Rochester  
avenues, and west side of Rochester avenue,  
between Atlantic and Pacific street; northeast corner  
of Atlantic and Olive place; north side  
of Pacific street and south side of Atlantic  
avenue, between Ralph and Howard avenues;  
north side of St. Marks avenue, between Saratoga  
avenue and Hopkinson avenue; east side of  
Saratoga avenue, between St. Marks avenue and  
Bergen street, and northwest corner of St.  
Marks avenue and Saratoga avenue.

—that the same was confirmed by the Board of  
Assessors on August 24, 1909, and entered Au-  
gust 24, 1909, in the Record of Titles of

Assessments, kept in the Bureau for the Collec-  
tion of Assessments and of Water Rents, and unless  
the amount assessed for benefit on any person or  
property shall be paid within sixty days after the  
date of said entry of the assessment, interest  
will be collected thereon, as provided by section  
1019 of the Greater New York Charter.

Said section provides, in part, "If any such  
assessment shall remain unpaid for the period of  
sixty days after the date of entry thereof in the  
said Record of Titles of Assessments, it shall be  
the duty of the officer authorized to collect and  
receive the amount of such assessment, to charge,  
collect and receive interest thereon at the rate  
of seven per centum per annum, to be calculated  
to the date of payment, from the date when such  
assessment became a lien, as provided by section  
159 of this act."

Section 159 of this act provides \* \* \* "An  
assessment shall become a lien upon the real  
estate affected thereby ten days after its entry  
in the said record." \* \* \*

The above assessment is payable to the Col-  
lector of Assessments and Arrears at the Bu-  
reau for the Collection of Assessments and Ar-  
rears of Taxes and Assessments and of Water  
Rents, in the Mechanics Bank Building, Court  
and Montague streets, Borough of Brooklyn,  
between the hours of 9 a. m. and 2 p. m., and on  
Saturdays from 9 a. m. to 12 m., and all pay-  
ments made thereon on or before October 23,  
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 such assessment became a lien to the date of payment.

HERMAN A. METZ, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, August 24, 1909.

a26,s9

## NOTICE TO PROPERTY OWNERS.

## NOTICES OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

**I**N PURSUANCE OF SECTION 1005 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice of the confirmation by the Supreme Court and the entering in the Bureau for the Collection of Assessments and Arrears of assessment for OPENING AND ACQUIRING TITLE to the following named street in the BOROUGH OF BROOKLYN:

TWENTY-NINTH AND THIRTY-SECOND WARDS, SECTIONS 15 AND 24.

EAST NINETY-FOURTH STREET—OPENING, between Sea View and East New York avenues. Confirmed November 9, 1908; entered August 19, 1909. Area of assessment includes 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 East New York avenue where the same is intersected by the centre line of the block between East Ninety-fourth street and East Ninety-fifth street running thence southerly and along the centre line of the blocks between East Ninety-fourth street and East Ninety-fifth street to the northerly side of Sea View avenue; running thence westerly along the northerly side of Sea View avenue to the centre line of the block between East Ninety-third street and East Ninety-fourth street; running thence northerly and along the centre line of the blocks between East Ninety-third street and East Ninety-fourth street to the southerly side of East New York avenue; running thence easterly along the southerly side of East New York avenue to the point or place of beginning.

The above entitled assessment was entered on the date hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of entry of the assessment, interest will be collected thereon, as provided by section 1019 of the Greater New York Charter.

Said section provides, in part, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment, from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides \* \* \* "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Mechanics Bank Building, Court and Montague streets, Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before October 18, 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 such assessment became a lien to the date of payment.

HERMAN A. METZ, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, August 19, 1909.

a26,s9

## NOTICE TO PROPERTY OWNERS.

**I**N PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

TWENTY-THIRD WARD, SECTION 10.  
EAST ONE HUNDRED AND FIFTY-EIGHTH STREET (CEDAR PLACE)—PAVING THE ROADWAY AND SETTING CURB, from Cauldwell avenue to Jackson avenue, and from Forest avenue to Union avenue, and from Jackson avenue to Forest avenue. Area of assessment: Both sides of East One Hundred and Fifty-eighth street, from Cauldwell avenue to Union avenue, and to the extent of half the block at the intersecting avenues.

—that the same was confirmed by the Board of Assessors August 24, 1909, and entered on August 24, 1909, 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 entry of the assessment interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides \* \* \* "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before October 23, 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 the above assessment became a lien to the date of payment.

HERMAN A. METZ, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, August 24, 1909.

a26,s9

CITY OF NEW YORK, DEPARTMENT OF FINANCE,  
BUREAU FOR THE COLLECTION OF ASSESSMENTS AND  
ARREARS, ROOM H, NO. 280 BROADWAY, BOROUGH  
OF MANHATTAN.

## NOTICE OF CONTINUATION OF MANHATTAN TAX SALE.

**T**HE SALE OF THE LIENS FOR UNPAID taxes, assessments and water rents for the Borough of Manhattan, as to liens remaining unsold at the termination of the sales of June 7, 10, 17, July 1, 15, and August 19, 1909, has been continued to

MONDAY, SEPTEMBER 20, 1909,

at 10 a. m., pursuant to section 1028 of the Greater New York Charter, and will be continued at that time at the Aldermanic Chamber, in the City Hall, as heretofore.

DANIEL MOYNAHAN,  
Collector of Assessments and Arrears.

Dated August 19, 1909.

a20,s20

## NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

**I**N PURSUANCE OF SECTION 1005 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice of the confirmation by the Supreme Court, and the entering in the Bureau for the Collection of Assessments and Arrears, of the assessments for OPENING AND ACQUIRING TITLE to the following named street in the BOROUGH OF MANHATTAN:

TWELFTH WARD, SECTION 8.

WATKINS PLACE (THE FIFTH NEW STREET NORTH OF WEST ONE HUNDRED AND EIGHTY-FIRST STREET)—OPENING, extending from Broadway to first new avenue west of Broadway (Bennett avenue). Confirmed June 28, 1909; entered August 16, 1909. Area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of Manhattan, in The City of New York, which, taken together, are bounded and described as follows, viz.:

On the north by a line midway between the northerly side of the fifth new street north of West One Hundred and Eighty-first street and the southerly side of the next parallel street to the north, as shown upon the plan adopted by the Board of Estimate and Apportionment on December 11, 1903; on the east by a line 100 feet east of the easterly side of Broadway and parallel therewith; on the south by a line midway between the southerly side of the fifth new street north of West One Hundred and Eighty-first street and the northerly line of the fourth new street north of West One Hundred and Eighty-first street, and on the west by a line 100 feet west of the westerly side of the first new avenue west of Broadway, or Bennett avenue, and parallel therewith.

The above entitled assessment was entered on the date hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of entry of the assessment interest will be collected thereon, as provided in section 1006 of the Greater New York Charter.

Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment, from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides \* \* \* "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room 85, No. 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before October 15, 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 such assessment became a lien to the date of payment.

HERMAN A. METZ, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, August 16, 1909.

a19,s1

## NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

**I**N PURSUANCE OF SECTION 1005 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice of the confirmation by the Supreme Court and the entering in the Bureau for the Collection of Assessments and Arrears of the assessment for OPENING AND ACQUIRING TITLE to the following-named avenue in the BOROUGH OF THE BRONX:

TWENTY-FOURTH WARD, SECTION 12.

PERRY AVENUE—OPENING from Mosholu parkway to the southerly line of Woodlawn Cemetery. Confirmed April 17, 1903, and February 16, 1909; entered August 16, 1909. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of the southwesterly prolongation of the middle line of the block between Hull avenue and Decatur avenue as the same are between Woodlawn road and Mosholu Parkway North, with a line parallel to and distant 100 feet westerly from the westerly line of Mosholu Parkway South; running thence northerly along said parallel line to its intersection with the westerly prolongation of the line midway between East Two Hundred and Sixth street and Bainbridge avenue, as the same are between Woodlawn road and Mosholu Parkway North; thence easterly along said westerly prolongation and middle line to its intersection with the middle line of the block between Woodlawn road and Rochambeau avenue; thence northerly along said middle line to its intersection with the westerly prolongation of a line parallel to and 100 feet northerly from the northerly line of East Two Hundred and Seventh street; thence easterly along said westerly prolongation and parallel line to its intersection with the outer line of the Reservoir Oval; thence northeasterly in a straight line to the point of intersection of the outer line of the Reservoir Oval with a line parallel to and distant

100 feet northeasterly from the northwesterly line of Putnam place; thence northeasterly along said parallel line to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of East Two Hundred and Eleventh street; thence northerly along last-mentioned parallel line to its intersection with the westerly prolongation of a line parallel to and distant 200 feet northerly from the northerly line of East Two Hundred and Eleventh street, as the same is east of Putnam place; thence easterly along said westerly prolongation and parallel line to its intersection with the northerly prolongation of the middle line of the block between Hull avenue and Decatur avenue; thence southerly and southwesterly along said northerly prolongation, middle line and its southwesterly prolongation to the point or place of beginning.

The above-entitled assessment was entered on the date hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of entry of the assessment, interest will be collected thereon, as provided in section 1006 of the Greater New York Charter.

Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides \* \* \* "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before October 15, 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 such assessment became a lien to the date of payment.

HERMAN A. METZ, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, August 16, 1909.

EIGHTEENTH WARD, SECTION 10; TWENTY-FOURTH WARD, SECTION 5; TWENTY-FIFTH WARD, SECTION 13; TWENTY-SIXTH WARD, SECTION 13, AND TWENTY-SEVENTH WARD SECTION 11.

FENCING VACANT LOTS ON HART STREET, east side, between St. Nicholas and Wyckoff avenues; on COOK STREET, north side, between Bushwick avenue and White street; on HART STREET, northwest side, between Knickerbocker and Irving avenues; on EASTERN PARKWAY, northwest side, between Park place and Hopkinson avenue; on GLENMORE AVENUE AND LINWOOD STREET, northeast corner; on BARBEY STREET, east side, between Atlantic and Liberty avenues; northeast corner of BELMONT AND MILLER AVENUES; on SARATOGA AVENUE, east side, between Herkimer street and Atlantic avenue. Area of assessment: East side of Hart street, between Wyckoff and St. Nicholas avenues; north side of Cook street, between Bushwick street and White street; northwest side of Hart street, between Knickerbocker and Irving avenues; northwest side of Eastern parkway, between Park place and Hopkinson avenue; northeast corner of Glenmore avenue and Linwood street; east side of Barbey street, between Atlantic and Liberty avenues; northwest corner of BELMONT AND MILLER AVENUES; east side of Saratoga avenue, between Herkimer street and Atlantic avenue.

TWENTY-SECOND WARD, SECTIONS 3 AND 4; AND NINETEENTH WARD, SECTION 8.

LAYING CEMENT SIDEWALKS ON PROSPECT AVENUE, both sides, between Prospect Park West and Eleventh avenue; on TENTH AVENUE, west side, between Seventeenth street and Prospect avenue; on RUTLEDGE STREET, south side, between Kent and Wythe avenues; on WYTHE AVENUE, west side, between Heyward and Rutledge streets. Area of assessment: Both sides of Prospect avenue, between Prospect Park West and Eleventh avenue; west side of Tenth avenue, between Seventeenth street and Prospect avenue; south side of Rutledge street, between Kent and Wythe avenues, and west side of Wythe avenue, between Heyward and Rutledge streets.

TWENTY-FOURTH WARD, SECTION 5, AND TWENTY-NINTH WARD, SECTION 16.

LAYING CEMENT SIDEWALKS ON CLARKSON AVENUE, between Nostrand and Rogers avenues; on DITMAS AVENUE, north side, between East Seventh and East Ninth streets; on PACIFIC STREET, between Schenectady and Utica avenues. Area of assessment: Both sides of Clarkson avenue, between Rogers and Nostrand avenues; north side of Ditmas avenue, between East Seventh and East Ninth streets; both sides of Pacific street, between Schenectady and Utica avenues.

FENCING VACANT LOTS ON CONEY ISLAND AVENUE, east side, between Cortelyou road and Slocum place; on ST. MARKS AVENUE, south side, and on PACIFIC STREET, north side, between East Seventh and East Ninth streets; on PACIFIC STREET, between Schenectady and Utica avenues. Area of assessment: East side of Coney Island avenue, between Cortelyou road and Slocum place; south side of St. Marks avenue and both sides of Pacific street, between Schenectady and Utica avenues.

TWENTY-SIXTH WARD, SECTION 13.

FENCING VACANT LOTS ON NEW LOTS ROAD, north side, and on LIVONIA AVENUE, south side, between Schenectady and Utica avenues. Area of assessment: North side of New Lots road and south side of Livonia avenue, between Schenectady and Utica avenues.

EIGHTH AND TWENTY-SECOND WARDS, SECTION 3; NINTH AND TWENTY-SECOND WARDS, SECTION 4; EIGHTEENTH WARD, SECTION 10, AND TWENTY-SIXTH WARD, SECTIONS 12 AND 13.

LAYING CEMENT SIDEWALKS ON SEVENTH STREET, north side, and EIGHTH STREET, south side, between Second and Third avenues; on EIGHTY-FIFTH STREET, north side, between Tenth and Eleventh avenues; southeast corner of THIRTY-FOURTH STREET AND THIRD AVENUE; on SIXTIETH STREET, north side, between Eighth and Ninth avenues. Area of assessment: North side of Seventh street, between Second and Third avenues; south side of Eighth street, between Second and Third avenues; north side of Eighty-fifth street, between Tenth and Eleventh avenues; southeast corner of Thirty-fourth street and Third avenue; north side of Sixtieth street, between Eighth and Ninth avenues.

EIGHTH AND TWENTY-SECOND WARDS, SECTION 3; NINTH AND TWENTY-SECOND WARDS, SECTION 4; EIGHTEENTH WARD, SECTION 10, AND TWENTY-SIXTH WARD, SECTIONS 12 AND 13.

FENCING VACANT LOTS on UNDERHILL AVENUE, east side, between Prospect place and St. Marks avenue; on FIRST STREET, north side, between Eighth avenue and Prospect Park West; on KNICKERBOCKER AVENUE, southwest side, between Thames street and Flushing avenue; on STONE AVENUE, north side, and CHRISTOPHER AVENUE, south side, between Riverdale and Livonia avenues; on FULTON STREET, north side, between Hendrix street and Schenck avenue; on FULTON STREET, south side, between Ashford and Cleveland streets; on FIFTIETH STREET, southwest side, between Fifth and Sixth avenues; on NINETEENTH STREET, north side, between Seventh and Eighth avenues; on FORTY-SIXTH STREET, north side, between Fourth and Fifth avenues; on FIFTY-FIFTH STREET, north side, between First and Second avenues. Area of assessment: East side of Underhill avenue, between Prospect place and St. Marks avenue; north side of First street, between Eighth avenue and Prospect Park West; southwest side of Fiftieth street, between Fifth and Sixth avenues; north side of Nineteenth street, between Seventh and Eighth avenues; north side of Forty-sixth street, between Fourth and Fifth avenues, and north side of Fifty-fifth street, between First and Second avenues.

BEGINNING AT THE NORTHWEST CORNER OF THIRD AVENUE AND EIGHTY-THIRD STREET. Area of assessment: Northwest corner of Third avenue and Eighty-third street, Block 6006, Lot No. 42.

GRADING A LOT on THIRD AVENUE, east side, between Eighty-eighth and Eighty-ninth streets. Area of assessment: East side of Third avenue, between Eighty-eighth and Eighty-ninth streets, Block 6062, Lot No. 1.

—that the same were confirmed by the Board of Assessors on August 17, 1909, and entered August 17, 1909, 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 entry of the assessment, interest will be collected thereon, as provided by section 1019 of the Greater New York Charter.

Said section provides, in part, "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides \* \* \* "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Mechanics' Bank Building, Court and Montague streets, Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before October 16, 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 such assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, August 17, 1909.

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830 cubic yards Portland cement concrete.  
2,600 linear feet new bluestone curbstone, to be furnished and set.  
260 linear feet old bluestone curbstone, redressed, rejoined and reset.  
14 noiseless heads and covers, complete, for sewer manholes, furnished and set.  
6 noiseless heads and covers, complete, for water manholes, furnished and set.  
4,030 square yards old stone blocks to be purchased and removed by the contractor.  
The time allowed for doing and completing the above work will be forty (40) working days.  
The amount of security required will be Four Thousand Dollars (\$4,000).

No. 2. FOR REGULATING AND REPAVING WITH SHEET ASPHALT PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF MORTON STREET, FROM THE WEST SIDE OF BLEECKER STREET TO THE EAST SIDE OF WASHINGTON STREET.

Engineer's estimate of amount of work to be done:

4,870 square yards sheet asphalt pavement, including binder course.

960 cubic yards Portland cement concrete.

2,700 linear feet of new bluestone curbstone, to be furnished and set.

200 linear feet old bluestone curbstone, redressed, rejoined and reset.

13 noiseless heads and covers, complete, for sewer manholes, furnished and set.

2 noiseless heads and covers, complete, for water manholes, furnished and set.

4,800 square yards old stone blocks to be purchased and removed by the contractor.

The time allowed for doing and completing the above work will be forty (40) working days.

The amount of security required will be Four Thousand Dollars (\$4,000).

No. 3. FOR REGULATING AND REPAVING WITH SHEET ASPHALT PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF CHARLTON STREET, FROM THE WEST SIDE OF MACDOUGAL STREET TO THE EAST SIDE OF GREENWICH STREET.

Engineer's estimate of amount of work to be done:

4,145 square yards sheet asphalt pavement, including binder course (except the railroad area).

1,445 square yards sheet asphalt pavement, including binder course (within the railroad area; no guarantee).

1,080 cubic yards Portland cement concrete.

2,820 linear feet new bluestone curbstone, to be furnished and set.

40 linear feet old bluestone curbstone, redressed, rejoined and reset.

14 noiseless heads and covers, complete, for sewer manholes, furnished and set.

1 noiseless head and cover, complete, for water manholes, furnished and set.

5,510 square yards old stone blocks to be purchased and removed by the contractor.

The time for doing and completing the above work will be forty (40) working days.

The amount of security required will be Four Thousand Dollars (\$4,000).

No. 4. FOR REGULATING AND REPAVING WITH SHEET ASPHALT PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF VANDAM STREET, FROM THE WEST SIDE OF MACDOUGAL STREET TO THE EAST SIDE OF VARICK STREET.

Engineer's estimate of amount of work to be done:

2,070 square yards sheet asphalt pavement, including binder course.

390 cubic yards Portland cement concrete.

965 linear feet new bluestone curbstone, to be furnished and set.

20 linear feet old bluestone curbstone, redressed, rejoined and reset.

5 noiseless heads and covers, complete, for sewer manholes, furnished and set.

2,025 square yards old stone blocks to be purchased and removed by the contractor.

The time allowed for doing and completing the above work will be thirty (30) working days.

The amount of security required will be Two Thousand Dollars (\$2,000).

No. 5. FOR REGULATING AND REPAVING WITH SHEET ASPHALT PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF THIRTY-EIGHTH STREET, FROM THE WEST SIDE OF EIGHTH AVENUE TO THE EAST SIDE OF NINTH AVENUE.

Engineer's estimate of amount of work to be done:

2,830 square yards sheet asphalt pavement, including binder course.

560 cubic yards Portland cement concrete.

1,580 linear feet new bluestone curbstone, furnished and set.

80 linear feet old bluestone curbstone, redressed, rejoined and reset.

7 noiseless heads and covers, complete, for sewer manholes, furnished and set.

3 noiseless heads and covers, complete, for water manholes, furnished and set.

2,770 square yards old stone blocks to be purchased and removed by the contractor.

The time allowed for doing and completing the above work will be thirty (30) working days.

The amount of security required will be Two Thousand Dollars (\$2,500).

No. 6. FOR REGULATING AND REPAVING WITH ASPHALT BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF MADISON AVENUE, FROM THE NORTH SIDE OF NINETY-FOURTH STREET TO THE SOUTH SIDE OF ONE HUNDRED AND SIXTEENTH STREET.

Engineer's estimate of amount of work to be done:

16,100 square yards asphalt block pavement (except the railroad area).

12,300 square yards asphalt block pavement, within the railroad area (no guarantee).

5,250 cubic yards Portland cement concrete, including mortar bed.

9,650 linear feet new bluestone curbstone, furnished and set.

650 linear feet old bluestone curbstone, redressed, rejoined and reset.

63 noiseless heads and covers, complete, for sewer manholes, furnished and set.

15 noiseless heads and covers, complete, for water manholes, furnished and set.

27,300 square yards old stone blocks to be purchased and removed by the contractor.

The time allowed for doing and completing the above work will be one hundred (100) working days.

The amount of security required will be Twenty-five Thousand Dollars (\$25,000).

No. 7. FOR REGULATING AND REPAVING WITH ASPHALT BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF FORT WASHINGTON AVENUE, FROM THE WEST SIDE OF BROADWAY TO THE SOUTH SIDE OF ONE HUNDRED AND EIGHTY-FIRST STREET.

Engineer's estimate of amount of work to be done:

28,500 square yards asphalt block pavement.

3,360 cubic yards Portland cement concrete, including mortar bed.

4,700 linear feet new bluestone curbstone, furnished and set.

7,100 linear feet old bluestone curbstone, redressed, rejoined and reset.  
53 noiseless heads and covers, complete, for sewer manholes, furnished and set.  
10 noiseless heads and covers, complete, for water manholes, furnished and set.

The time allowed for doing and completing the above work will be seventy-five (75) working days.

The amount of security required will be Twenty-five Thousand Dollars (\$25,000).

No. 8. FOR REGULATING AND REPAVING WITH ASPHALT BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF NINETY-EIGHTH STREET, FROM THE WEST SIDE OF AMSTERDAM AVENUE TO THE EAST SIDE OF BROADWAY.

Engineer's estimate of amount of work to be done:

1,190 square yards asphalt block pavement.

240 cubic yards Portland cement concrete, including mortar bed.

650 linear feet new bluestone curbstone, furnished and set.

50 linear feet old bluestone curbstone, redressed, rejoined and reset.

3 noiseless heads and covers, complete, for sewer manholes, furnished and set.

7 noiseless heads and covers, complete, for water manholes, furnished and set.

1,170 square yards old stone blocks, to be purchased and removed by the contractor.

The time allowed for doing and completing the above work will be twenty (20) working days.

The amount of security required will be One Thousand Dollars (\$1,000).

No. 9. FOR REGULATING AND REPAVING WITH ASPHALT BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF ONE HUNDRED AND EIGHTEENTH STREET, FROM THE WEST SIDE OF PARK AVENUE TO THE EAST SIDE OF FIFTH AVENUE.

Engineer's estimate of amount of work to be done:

2,770 square yards asphalt block pavement.

550 cubic yards Portland cement concrete, including mortar bed.

1,570 linear feet new bluestone curbstone, furnished and set.

70 linear feet old bluestone curbstone, redressed, rejoined and reset.

10 noiseless heads and covers, complete, for sewer manholes, furnished and set.

4 noiseless heads and covers, complete, for water manholes, furnished and set.

2,720 square yards old stone blocks, to be purchased and removed by the contractor.

The time allowed for doing and completing the above work will be thirty (30) working days.

The amount of security required will be Two Thousand Five Hundred Dollars (\$2,500).

No. 10. FOR REGULATING AND REPAVING WITH ASPHALT BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF SECOND AVENUE, FROM THE NORTH SIDE OF THIRTY-SEVENTH STREET TO THE NORTH SIDE OF FORTY-FIFTH STREET, AND FROM THE NORTH SIDE OF FIFTY-THIRD STREET TO A POINT 66 FEET NORTH OF THE NORTH CURR LINE OF FIFTY-EIGHTH STREET.

Engineer's estimate of amount of work to be done:

16,250 square yards asphalt block pavement, except within the railroad area.

1,590 square yards asphalt block pavement, in the railroad area (no guarantee).

3,300 cubic yards Portland cement concrete, including mortar bed.

5,700 linear feet new bluestone curbstone, furnished and set.

250 linear feet old bluestone curbstone, redressed, rejoined and reset.

11 noiseless heads and covers, complete, for sewer manholes, furnished and set.

17 noiseless heads and covers, complete, for water manholes, furnished and set.

17,225 square yards of old stone blocks, to be purchased and removed by contractor.

The time allowed for doing and completing the above work will be sixty (60) working days.

The amount of security required will be Fifteen Thousand Dollars (\$15,000).

No. 11. FOR REGULATING AND PAVING WITH ASPHALT BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF JUMEL PLACE, FROM ONE HUNDRED AND SIXTY-SEVENTH STREET TO EDGE-COMBE ROAD.

Engineer's estimate of amount of work to be done:

2,290 square yards asphalt block pavement.

450 cubic yards Portland cement concrete, including mortar beds.

300 linear feet new bluestone curbstone, furnished and set.

1,060 linear feet old bluestone curbstone, redressed, rejoined and reset.

The time allowed for doing and completing the above work will be thirty (30) working days.

The amount of security required will be Two Thousand Dollars (\$2,000).

No. 12. FOR REGULATING AND REPAVING WITH WOOD BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF LEWIS STREET, FROM THE NORTH SIDE OF GRAND STREET TO THE SOUTH SIDE OF DELANCEY STREET.

Engineer's estimate of amount of work to be done:

1,210 square yards wood block pavement, except the railroad area.

680 square yards wood block pavement, in the railroad area (no guarantee).

370 cubic yards Portland cement concrete, including mortar bed.

950 linear feet new bluestone curbstone, furnished and set.

80 linear feet old bluestone curbstone, redressed, rejoined and reset.

6 noiseless heads and covers, complete, for sewer manholes, furnished and set.

7 noiseless heads and covers, complete, for water manholes, furnished and set.

1,860 square yards old stone blocks, to be purchased and removed by the contractor.

The time allowed for doing and completing the above work will be sixty (60) working days.

The amount of security required will be Six Thousand Dollars (\$6,000).

No. 13. FOR REGULATING AND REPAVING WITH WOOD BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF CANNON STREET, FROM THE NORTH SIDE OF RIVINGTON STREET TO THE SOUTH SIDE OF HOUSTON STREET.

Engineer's estimate of amount of work to be done:

1,460 square yards wood block pavement, except the railroad area.

815 square yards wood block pavement, in the railroad area (no guarantee).

460 cubic yards Portland cement concrete.

1,590 linear feet new bluestone curbstone, furnished and set.

40 linear feet old bluestone curbstone, redressed, rejoined and reset.

6 noiseless heads and covers, complete, for sewer manholes, furnished and set.

2 noiseless heads and covers, complete, for water manholes, furnished and set.  
2,250 square yards old stone blocks, to be purchased and removed by the contractor.

The time allowed for doing and completing the above work will be thirty (30) working days.

The amount of security required will be Three Thousand Dollars (\$3,000).

No. 14. FOR REGULATING AND REPAVING WITH WOOD BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF NINETEEN STREET, FROM THE NORTH SIDE OF TWENTY-THIRD STREET TO THE NORTH SIDE OF THIRTY-SEVENTH STREET, AND FROM THE SOUTH SIDE OF FORTY-EIGHTH STREET TO THE NORTH SIDE OF FIFTY-THIRD STREET.

Engineer's estimate of amount of work to be done:

23,000 square yards of wood block pavement, except within the railroad area.

2,500 square yards of wood block pavement, within the railroad area (no guarantee).

4,700 cubic yards of Portland cement concrete.

7,970 linear feet of new bluestone curbstone, furnished and set.

500 linear feet of old bluestone curbstone, redressed, rejoined and reset.

6 noiseless heads and covers, complete, for sewer manholes, furnished and set.

13 noiseless heads and covers, complete, for water manholes, furnished and set.

23,100 square yards of old stone blocks, to be purchased and removed by contractor.

The time allowed for doing and completing the above work will be one hundred (100) working days.

The amount of security required will be Twenty Thousand Dollars (\$20,000).

No. 15. FOR REGULATING AND REPAVING WITH GRANITE BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF DESBROSSES STREET, FROM THE WEST SIDE OF HUDSON STREET TO THE EAST SIDE OF WEST STREET.

Engineer's estimate of amount of work to be done:

2,430 square yards granite block pavement, except the railroad area.

360 square yards granite block pavement in the railroad area (no guarantee).

390 cubic yards Portland cement concrete.

1,270 linear feet new bluestone curbstone, furnished and set.

80 linear feet old bluestone curbstone, redressed, rejoined and reset.

1,070 square feet new granite bridgestone, furnished and laid.

2,720 square yards old stone blocks, to be purchased and removed by the contractor.

The time for doing and completing the above work will be thirty (30) working days.

The amount of security required will be Two Thousand Five Hundred Dollars (\$2,500).

No. 16. FOR REGULATING

3,000 cubic yards of filling.  
2,400 linear feet of new curbstone, furnished and set.  
9,150 square feet of new flagging, furnished and laid.  
1,325 square feet of new bridgestone, for cross-walks, furnished and laid.  
50 cubic yards of dry rubble masonry in retaining walls, culverts and gutters.  
100 linear feet of vitrified stoneware pipe, 12 inches in diameter.  
130 linear feet of guard rail, in place.  
The time allowed for the completion of the work will be one hundred and twenty-five (125) working days.  
The amount of security required will be Four Thousand Five Hundred Dollars (\$4,500).

No. 2. FOR REGULATING, GRADING, SETTING CURBSTONES, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES IN BURNETT PLACE, FROM GARISON AVENUE TO TIFFANY STREET.

The Engineer's estimate of the work is as follows:

250 cubic yards of excavation of all kinds.  
3,100 cubic yards of filling.  
1,250 linear feet of new curbstone, furnished and set.  
5,250 square feet of new flagging, furnished and laid.

275 cubic yards of dry rubble masonry in retaining walls, culverts and gutters.  
1,200 linear feet of guard rail in place.

The time allowed for the completion of the work will be one hundred (100) working days.

The amount of security required will be Three Thousand Dollars (\$3,000).

No. 3. FOR PAVING WITH ASPHALT BLOCKS ON A CONCRETE FOUNDATION AND WITH GRANITE BLOCKS ON A SAND FOUNDATION THE ROADWAY OF JENNINGS STREET, FROM STEBBINS AVENUE TO WEST FARMS ROAD, AND SETTING CURB WHERE NECESSARY.

The Engineer's estimate of the work is as follows:

2,695 square yards of completed asphalt block pavement, and keeping the same in repair for five years from date of acceptance.

598 cubic yards of concrete, including mortar bed.  
500 linear feet of new curbstone, furnished and set in concrete.

3,945 linear feet of old curbstone, rejoined, recut on top and reset in concrete.  
2,270 square feet of old bridgestone, rejoined and relaid.

5,135 square yards of new granite block pavement, on a sand foundation, laid with sand joints, and keeping the same in repair for one year from date of acceptance.

The time allowed for the completion of the work will be forty (40) consecutive working days.

The amount of security required will be Seven Thousand Dollars (\$7,000).

No. 4. FOR CONSTRUCTING AN OUT-LET SEWER AND APPURTENANCES IN WHITE PLAINS ROAD, BETWEEN EAST RIVER AND EAST ONE HUNDRED AND FIFTY-SECOND STREET; IN EAST ONE HUNDRED AND FIFTY-SECOND STREET, BETWEEN WHITE PLAINS ROAD AND AVENUE B; IN AVENUE B, BETWEEN EAST ONE HUNDRED AND FIFTY-SECOND STREET AND LAFAYETTE AVENUE (EAST ONE HUNDRED AND FIFTY-SIXTH STREET), AND IN LAFAYETTE AVENUE (EAST ONE HUNDRED AND FIFTY-SIXTH STREET), BETWEEN AVENUE B AND AVENUE A.

The Engineer's estimate of the work is as follows:

18 linear feet of pipe sewer, 30-inch.  
192 linear feet of pipe sewer, 24-inch.  
237 linear feet of pipe sewer, 18-inch.  
92 linear feet of pipe sewer, 15-inch.  
435 linear feet of pipe sewer, 12-inch.  
1,340 spurs for house connections.  
103 manholes, complete.

116,300 cubic yards of excavation of all kinds.  
35 cubic yards of brick masonry.  
32,500 cubic yards of Class "A" concrete.  
6,500 cubic yards of Class "B" concrete.  
4,500 cubic yards of Class "D" concrete.  
5,200 cubic yards of broken stone.

895,000 feet (B. M.) of timber for foundations and sheeting left in place.  
112,300 linear feet of piles.

3,050,000 pounds of steel bars for reinforcing concrete (3/8-inch to 1 1/4-inch).

261,000 pounds of structural steel.  
6,600 square feet of wire netting, 2-inch by 2-inch mesh, No. 14 gauge.  
1,000 linear feet of 12-inch to 24-inch drain pipe.

3,400 linear feet of 6-inch pipe as risers for house connections, including the surrounding and supporting Class "C" concrete.  
330 linear feet of wrought iron fence.  
90 square yards of vitrified brick pavement.

The time allowed for the completion of the work will be six hundred (600) working days.

The amount of security required will be Three Hundred Thousand Dollars (\$300,000).

Blank forms can be obtained upon application therefor, and the plans and specifications may be seen and other information obtained at said office.

LOUIS F. HAFFEN, President.

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**See General Instructions to Bidders on the last page, last column, of the "City Record."**

#### BOARD OF ESTIMATE AND APPORTIONMENT.

PUBLIC NOTICE IS HEREBY GIVEN that at the meeting of the Board of Estimate and Apportionment held this day, the following proceedings were had:

Whereas, The Queens Lighting Company has, under date of June 7, 1907, made application to this Board for a grant of the right, privilege and franchise to construct, maintain and operate pipes, mains, conductors and necessary appliances in, under and along the streets, avenues, highways and public places within that portion of the Borough of Queens as described in said petition for the purpose of supplying gas for lighting the streets and to public and private consumers; and

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

Whereas, In pursuance to such laws this Board adopted a resolution 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 for at least two days in the New York "Daily News" and the New York "Times," 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 duly made inquiry as to the money value of the franchise or right applied for and the adequacy of the compensation proposed to be paid therefor; and

Whereas, On July 8, 1907, this Board, in pursuance of law, duly adopted a resolution fixing September 20, 1907, as a date for a public hearing on the form of proposed contract for the grant of the franchise applied for by the Company, which hearing was duly advertised according to law; and

Whereas, Said public hearing was held September 20, 1907; and

Whereas, At a meeting held October 4, 1907, this Board duly adopted a resolution approving the said form of proposed contract and authorizing the Mayor to execute the same in the name and on behalf of The City of New York; which said resolution was transmitted to the Mayor for his approval; and

Whereas, At the meeting of this Board held October 11, 1907, the Mayor was duly requested to return and did return to this Board the said resolution adopted October 4, 1907, whereupon the vote by which the same was adopted on October 4, 1907, was reconsidered and the matter referred to the Comptroller; and

Whereas, The Comptroller on June 25, 1909, submitted to this Board a report recommending certain changes to the said form of proposed contract, including an increase in the compensation to be paid therefor, and suggesting that the resolution of October 4, 1907, be rescinded and a new resolution approving of a contract amended in accordance with his recommendations be adopted; and

Whereas, Said resolution of October 4, 1907, has been rescinded at the meeting held this date; 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 Queens Lighting 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 Queens Lighting Company, containing the form of proposed contract as amended in accordance with the report of the Comptroller 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 Queens Lighting 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 and charges upon and subject to the terms and conditions in said proposed form of contract contained, and that the Mayor of The City of New York be and he hereby is authorized to execute and deliver such contract in the name and on behalf of The City of New York, as follows, to wit:

#### Proposed Form of Contract.

This contract, made and entered into this day of 1909, 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 Queens Lighting Company, a corporation formed under and pursuant to the Laws of the State of New York (hereinafter called the Company), party of the second part, witnesseth:

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 lay, construct, maintain and operate suitable pipes, mains or other conductors, with the necessary service pipes and connections therewith, for conducting gas through the streets, lanes, alleys, squares and highways now opened or which may hereafter be opened in that portion of the Third and Fourth Wards of the Borough of Queens, as constituted by section 1581 of chapter 466 of the Laws of 1901 (the Greater New York Charter), bounded and described as follows:

Commencing at the point on the southerly shore of Little Neck Bay, where the boundary line between The City of New York and the County of Nassau intersects the same; thence southerly along said southerly shore of Little Neck Bay to the creek known as Alley Creek; thence southerly along the line of the centre of said Alley Creek to a point where the same, extended, would meet West Alley road; thence southerly along said West Alley road to where the same intersects and joins Rocky Hill road; thence southerly along said Rocky Hill road to the point where the same intersects and joins Black Stump road; thence southerly along said Black Stump road to a point where the same intersects and joins the road known as Brushville road and Holliswood avenue; thence southerly along said road known as the Brushville road and Holliswood avenue to a point where the continuation of the same is known as Flushing avenue; thence continuing southerly along said Flushing avenue to point where the same joins and intersects Hillside avenue; thence easterly along said Hillside avenue to a point where the same joins and intersects Carpenter avenue; thence southerly and southwesterly along said Carpenter avenue to a point where the same joins and intersects Pocahontas avenue; thence southwesterly along said Pocahontas avenue, to where the same joins and intersects the right of way of the Long Island Railroad Company, otherwise known as Atlantic avenue; thence westerly along the right of way of the Long Island Railroad Company, otherwise known as Atlantic avenue, Farmers avenue and a road known as the Old Country road or Hollis road to Farmers avenue; thence southerly along said Farmers avenue to a point where the same meets Locust avenue at or near Central avenue; thence southwesterly along said Locust avenue to a point where the same joins and intersects the road known as Rockaway road; thence northwesterly along said Rockaway road to a point where the same joins and intersects the road known as the Three Mile Mill road; thence southwesterly along said Three Mile Mill road to a point where the same reaches Jamaica Bay, near Cornell's Creek; thence easterly along the northerly shore of Jamaica Bay to the boundary line between The City of New York and the County of Nassau; thence northeasterly along said boundary line between The City of New York and the County of Nassau, as at present constituted, to the point or place of beginning. Being all that portion of the Third and Fourth Wards of the Borough of Queens, City of New York, embraced within such boundaries, as more clearly shown on the map or plan attached to this contract and certified to by the President of the Company, and dated June 4, 1907.

Sec. 2. The grant of this privilege is in consideration of and subject to and conditioned upon the performance and observance of the following conditions:

First—The said right to lay, construct, maintain and operate pipes, mains or other conductors for conducting gas in the above-described territory shall be held and enjoyed by the Company, its successors or assigns, from the date when this contract is signed by the Mayor until the twenty-seventh day of October, nineteen hundred and thirty-one, with the privilege of renewal of said contract for a further period of twenty-five (25) years upon a fair revaluation of said right and privilege. Such revaluation shall be of the right and privilege to maintain and operate such gas system by itself, and is not to include any value derived from the ownership, operation or control of any other gas, electric or other system used for the purpose of supplying light, heat or power, by the Company, its successors or assigns.

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 the annual sum to be paid by the Company to the City under such renewal shall not be less 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-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 such other fixing the rate of such compensation at such amount as shall be reasonable, but no annual sum thus fixed shall in any event be less than the sum required to be paid by the Company to the City during the last year of this original 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 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 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 to be paid thereunder 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.

Second—Upon the termination of this original contract, or if the same is renewed, then upon 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, if the Board shall so elect, the mains, service pipes and street lamps erected and located by the Company in the territory designated in Section 1 of this contract, including all property erected or located by it in the public streets or roads of the City, as the same now exist or may be extended, and in all new streets or roads which may be hereafter opened in that portion of the Borough of Queens, constructed pursuant to this contract, shall become the property of the City, without compensation therefor, and the same may be used by the City for any purpose whatsoever. If the Board shall so elect, upon the termination of this grant for any cause, the plant and property erected and located by the Company pursuant to this contract, in that portion of the Borough of Queens as bounded and described in Section 1 of this contract, including the buildings, plants, holders, meters, house fittings and all property not situated in the public streets or roads used by the Company in the manufacture and distribution of gas to street lamps and public and private buildings in said territory, shall become and be the property of the City on payment to the Company of the value of the same, as fixed by three disinterested freeholders, appointed and paid in the same manner and with the same powers as appraisers appointed upon any renewal of this original contract, as above set forth, but such valuation shall in no case be greater than the value of such property, as shown by the last report submitted by the Company to the Board, as required by the terms of this contract, and shall not include any compensation for any value which such property may have by reason of this grant.

If, however, at the termination of this grant for any cause, as aforesaid, 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 pipes, mains and conductors from all the streets and public places within the limits of the territory in which it is authorized to operate by this contract.

Third—The Company, its successors or assigns, shall pay for this privilege to the City the following sums of money, to wit:

- Five thousand dollars (\$5,000) in cash within thirty days after the signing of this contract.
- During the period between the date on which this contract is signed by the Mayor and the twenty-seventh day of October, nineteen hundred and eleven, an annual sum which shall in no case be less than two hundred and fifty dollars (\$250), and which shall be equal to one (1) per cent. of the gross receipts of the Company in the territory in which it is authorized to operate under the terms of this contract, if such percentage shall exceed the sum of two hundred and fifty dollars (\$250).
- During the succeeding five years of this original contract, an annual sum which shall in no case be less than five hundred dollars (\$500), and which shall be equal to one (1) per cent. of the gross receipts of the Company in the territory in which it is authorized to operate under the terms of this contract, if such percentage shall exceed the sum of five hundred dollars (\$500).
- During the succeeding five years of this original contract an annual sum which shall in no case be less than one thousand dollars (\$1,000), and which shall be equal to two (2) per cent. of the gross receipts of the Company in the territory in which it is authorized to operate under the terms of this contract, if such percentage shall exceed the sum of one thousand dollars (\$1,000).

5. During the succeeding five years of this original contract an annual sum which shall in no case be less than one thousand five hundred dollars (\$1,500), and which shall be equal to three (3) per cent. of the gross receipts of the Company in the territory in which it is authorized to operate under the terms of this contract, if such percentage shall exceed the sum of one thousand five hundred dollars (\$1,500).

6. During the last five years of this original contract an annual sum which shall in no case be less than two thousand five hundred dollars (\$2,500), and which shall be equal to five (5) per cent. of the gross receipts of the Company in the territory in which it is authorized to operate under the terms of this contract, if such percentage shall exceed the sum of two thousand five hundred dollars (\$2,500).

All the sums herein provided for shall be paid into the treasury of The City of New York on November 1 of each year, and shall be for the amount due to September 30 next preceding.

Fourth—The said annual charge or payments shall continue throughout the whole term of the privilege hereby granted, whether original or renewal, as hereinbefore provided, notwithstanding any clause in any statute or in the charter of any gas or other company providing for payments for similar rights or franchises at a different rate, and no transfer, sale, assignment, lease or sublease of the rights or franchises hereby granted, whether original or renewal, or any part thereof, shall be valid or effectual for any purpose unless the said transfer, sale, assignment, lease or sublease shall contain a covenant on the part of the transferee, purchaser, assignee or lessee that the same is subject to all the conditions of this contract, and that the transferee, purchaser, assignee or lessee assumes and will be bound by all of said conditions, anything in any statute or in the charter of such assignee or lessee to the contrary notwithstanding, and that the said transferee, purchaser, assignee or lessee waives any more favorable conditions created by said statute or its charter, and that it will not claim by reason thereof or otherwise exemption from liability to perform each and all of the conditions of this contract.

It is agreed that any and all payments to be made under the terms of this contract by the Company to the City shall not be considered in any manner in the nature of a tax, but that 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 ordinances of the City or by any law of the State of New York.

Fifth—The plant, manufactory or works of this Company which may be erected under the privilege contained in and granted by this contract for the purpose of manufacturing and furnishing gas, shall be constructed so as not to be in any way detrimental to the public health, nor otherwise create a nuisance. Before the construction of any plant, holder or other apparatus used in the manufacture or storage of gas the Company shall obtain the approval of the Board to the location and the plans for the construction of the same.

Sixth—The Company shall construct, maintain and operate its gas system, mains, conductors, service connections and pipes subject to the supervision, control and inspection and to the entire satisfaction of the proper authorities of the City who have jurisdiction in such matters, under the Charter or ordinances of the City, or under the provisions of this contract, and the entire expense of such supervision, control and inspection shall be borne by the Company.

Before opening any street, lane, alley or public place to lay or begin the laying of any mains, conductors, pipes or service connections, the Company shall submit to the President of the Borough of Queens and the Commissioner of Water Supply, Gas and Electricity, working plans which shall include and show in detail the proposed location and method of construction of said mains, conductors, pipes or service connections, and the mode of protection or changes in all subsurface structures required by the construction of such mains, conductors, pipes or service connections, and shall obtain from these officials, if such working plans are approved, permits for the construction of such work.

Wherever the pipes or conductors of the Company in any part of the Borough of Queens are to be laid under or adjoining a railroad track the work of trenching for and laying the same shall be conducted so as to interrupt as little as possible the running of cars thereon, and when the work is finished, the track and street, avenue or public place shall be replaced and re-paved by said Company in as good condition as before the commencement of the work.

Whenever the Company shall open any street, avenue or public place in the territory in which it is granted the privilege to operate by this contract, for the purpose of laying pipes or conductors, then the Company, when restoring the pavement of said street, shall do so in accordance with the specifications for the construction of said pavement, and the Company shall also, at its own cost and expense, maintain the same in good condition, and at the proper grade and curvature, for the period of one year from the time of its restoration, whether the same had been restored by the said Company or by the City authorities, as hereinbefore provided. When streets paved with improved pavements, on which the contractor's guarantee has not expired through time, are to be paved, the Company shall have the power to arrange with the contractor to open and relay such pavements under an agreement or contract.

If the Company at any time, after five days' notice from the President of the Borough of Queens, shall neglect or refuse to restore, re-pave or maintain any pavement in accordance with the provisions of this contract, then the President of the Borough of Queens may restore, re-pave or maintain the same, and the cost of such restoration, re-pavement or maintenance, with legal interest thereon, shall be a proper charge against, and may be deducted from, the security fund to be deposited by the Company with the Comptroller, as hereinbefore provided.

Seventh—It is a condition of this contract that the Company shall bear the entire expense of all work undertaken by reason of this grant.

Eighth—Within three (3) months after the execution of this contract by the Mayor, the Company shall commence the laying of mains, and within one (1) year thereafter shall have laid and in operation at least five (5) miles of mains within the streets in the territory in which it is hereby granted the privilege to lay its mains, and shall supply gas through the same to the sections known as Queens and Little Neck. The Company shall also, within two (2) years thereafter, have laid, ready to supply gas through the same, mains or conductors to supply the sections known as Springfield, Rosedale and Holliswood. From and after two (2) years from the date of the signing of this contract the Company shall also lay such further mains as may be directed by the Board. Unless the provisions of this paragraph are fulfilled by

the Company, this grant shall cease and determine.

Ninth—In the event that the City finds it necessary to change the grade or line of any street, road or avenue now existing, or which may hereafter be opened in any part of the Borough of Queens, or place therein any new structures, or change the location of any structure therein, the Company agrees that it will make no claim or attempt to obtain any compensation for its expense in relaying or replacing its mains, if the same is necessary to conform to such improvement in or of such street, road or avenue, in the territory in which it is hereby granted the right to lay its mains.

Tenth—The Company shall, upon being directed to do so by the Commissioner of Water Supply, Gas and Electricity, extend its mains to such places and along such streets as he may direct, but shall not be required to lay a greater length of main or conductor during any one year than that hereinbefore prescribed; provided, however, that if any public building or public lamps the Commissioner desires to be lighted are situated within one hundred (100) feet of any main or conductor of the Company in a public street, avenue or highway, then and in that case the Company shall be required to extend the same, in addition to the above, in compliance with section 62 of the Transportation Corporations Law (chapter 219 of the Laws of 1909), and a public lamp shall be deemed a building or premise within the meaning of such section.

Eleventh—The Company, within three (3) months after the signing of this contract by the Mayor, shall commence the construction of a gas works, including all the appurtenances necessary thereto, of a sufficient capacity to furnish at least forty million (40,000,000) cubic feet of gas per annum, and shall complete the same within twelve (12) months thereafter. This gas works shall be constructed within the boundaries of the territory within which it is granted the right to operate by this contract, and a failure to complete the same within the time limited shall result in the forfeiture of this franchise without legal or equitable proceedings; provided that such period may be extended by the Board for a period or periods not exceeding in the aggregate twelve (12) months; and provided, further, that when the commencement or completion of said construction shall be prevented by legal proceedings in any Court or by works of public improvement, or from other causes not within the control of the Company, the time for the commencement or completion of such construction may be extended for the period of such prevention, but no delay shall be allowed for unless the court proceedings shall be diligently prosecuted by the Company; and provided, further, that in no case shall such delay be deemed to begin until the Company shall have given written notice to the Board of any such court proceedings or other occasion of delay, and deliver to the Board copies of any injunction or other orders, and the papers upon which the same shall have been granted, and unless, upon the request of the Board, the Company shall, in writing, consent that the Board, either in its own name as a party, or in the name of the City, as a party, may intervene in such proceedings.

The gas plant, mains and all appurtenances thereto shall be constructed and operated in the latest approved manner, and shall be operated with the most modern and improved appliances. The gas furnished by the Company shall be of the best quality, and the supply shall be continuous for twenty-four hours in each day during the term of this contract, or any renewal thereof, except for interruption from unavoidable causes over which the Company shall have no control.

Twelfth—The Company shall file with the Board, on or before the 1st day of November in each year, a map, plan or diagram, showing the boundaries of the territory in which the Company is authorized to lay its mains by this contract, upon which shall be plainly marked in black the mains laid up to September 30 of the year preceding, and in red the mains laid during the year ending on the 30th day of September next preceding the date of the filing of such map, plan or diagram. This map, plan or diagram shall have a statement thereon of the number of miles of mains laid up to the 30th day of September of the preceding year, and of the number of miles of mains laid during the year ending on the 30th day of September next preceding the date of the filing of the same, in the words and figures following, viz:

Number of miles of mains laid up to September 30, 19 : miles, feet.

Number of miles of mains laid during the year ending September 30, 19 : miles, feet, and shall be certified by the Secretary of Company. Copies of this map, plan or diagram shall also be filed in the office of the Department of Water Supply, Gas and Electricity, and in the office of the President of the Borough of Queens.

Thirteenth—The gas to be furnished by the Company shall be of the standard at present fixed by law. Said gas shall have an illuminating power of not less than twenty-two sperm candles of six to a pound, burning at the rate of one hundred and twenty grains of spermaceti per hour, tested at a distance of not less than one mile from the distributing holder by a burner consuming five cubic feet of gas per hour by a flat flame burner giving greatest results at not less than four-tenths of an inch pressure at the point of ignition, and each one hundred cubic feet of gas shall not contain more than five grains of ammonia, nor more than twenty grains of sulphur, nor more than a trace of sulphureted hydrogen. Provided, however, that should a new process be hereafter generally used to manufacture gas of a higher standard than the gas at present manufactured by the Company, then the Company binds itself to furnish gas equal to that furnished by such new process, should the same be ordered by the Board. And the Company further binds itself to furnish gas of superior candle-power and quality to that herein set forth or ordered by the Board whenever required to do so by any general or local act of the Legislature, and such act shall be deemed a modification of this agreement, but no act providing for the furnishing of an inferior quality of gas shall be deemed to in any way affect the provisions of this agreement. The pressure of said gas shall not exceed that fixed by law.

Fourteenth—The Company agrees to provide and furnish to the Department of Water Supply, Gas and Electricity the necessary apparatus and station to conduct tests to ascertain the pressure and quality of the gas furnished by it, if required to do so by the Commissioner of Water Supply, Gas and Electricity. Should any tests made by the said Commissioner of gas furnished by the Company show that said gas is of an inferior quality or other than that specified herein, or is being furnished at a pressure exceeding that fixed by law, the Company shall immediately remedy such defect upon notice from said Commissioner.

Fifteenth—The rates to be charged by the Company in the Borough of Queens for gas furnished by it to the City and to private consumers shall never be in excess of the following, and it is agreed that the same may be reduced by the Board, as hereinafter provided:

For gas furnished to the City for street lighting, to be used in its public buildings, or for

gas furnished to any other public buildings located in the Borough of Queens, the sum of seventy-five cents per thousand cubic feet.

For furnishing gas to open-flame lamps, consuming three cubic feet of gas per hour, and burning for a period of three thousand nine hundred and fifty hours in any one year, for each lamp, at each lamp, including the lighting, extinguishing, cleaning, repairing, reglazing and painting of lanterns and lamp-irons, the painting of lamp-posts and cross-heads, the furnishing, repairing and replacing of cocks, tubes and burners, the replacing of cross-heads, lamp-irons and lanterns, and the replacing and repairing of lamp-posts when owned by the Company, a sum not to exceed seventeen dollars (\$17) per year, and for similar services to other open-flame lamps burning a different number of cubic feet per hour, or a different number of hours per year at proportionate rates.

For furnishing and connecting, ready for use, each mantle gas lamp with improved burner appliances and incandescent mantles, including cocks, tubes, burners, mantles, globes, chimneys, rods, regulating apparatus and all appurtenances necessary for each lamp, at each lamp, and also operating and maintaining it, including illuminant, the operation and maintenance to include the lighting, extinguishing, cleaning, reglazing, repairing and painting of lanterns and lamp-irons, the painting of lamp-posts and cross-heads, the furnishing, repairing and replacing of cocks, tubes, burners, mantle appliances, lamp-posts, globes, rods, regulating apparatus, lanterns, lamps, frames and cross-heads thereto, and repairing and replacing of lamp-posts when owned by the Company, a sum not to exceed twenty-five dollars (\$25) for every such lamp not consuming more than three and one-half (3½) cubic feet of gas per hour for three thousand nine hundred and fifty hours in any one year, and for similar services to mantle lamps burning a different number of cubic feet per hour or a different number of hours per year at proportionate rates.

For furnishing illuminating material other than gas for each lamp, at each lamp, including the lighting, extinguishing, cleaning, reglazing and painting of lanterns and lamp-irons, the painting of lamp-posts and cross-heads, the furnishing, repairing, and replacing of cocks, tubes, burners, mantle appliances, lamp-posts, globes, rods, regulating apparatus, lanterns, lamps, frames and cross-heads thereto, the sum of twenty dollars (\$20) per lamp, burning three thousand nine hundred and fifty hours in any one year, and for similar service for a greater number of hours at proportionate rates.

For supplying illuminating material other than gas to, and for furnishing and connecting ready for use, each mantle lamp, with improved burner appliances and incandescent mantles, including cocks, tubes, burners, mantles, globes, chimneys, rods and regulating apparatus, necessary for each lamp, at each lamp, and also operating and maintaining it. The operation and maintenance to include the lighting, extinguishing, cleaning, reglazing, repairing and painting of lanterns and lamp-irons, the painting of lamp-posts and cross-heads, the furnishing, repairing and replacing of cocks, tubes, burner appliances, mantles, chimneys, globes, rods, regulating apparatus, lanterns, lamps, frames and cross-heads thereto, the sum of twenty-seven dollars (\$27) per lamp, burning three thousand nine hundred and fifty hours in any one year, and for similar service for a greater number of hours at proportionate rates.

For gas furnished to private consumers in that portion of the territory in which the Company is hereby granted the right to lay its mains lying in the Third Ward of the Borough of Queens, one dollar and ten cents per thousand cubic feet during the year nineteen hundred and nine; one dollar and five cents per thousand cubic feet during the year nineteen hundred and ten, and one dollar thereafter, and in that portion of the territory in which the Company is hereby granted the right to lay its mains lying in the Fourth Ward of the Borough of Queens, the sum of one dollar per thousand cubic feet.

The Company also agrees that if in the future any new or improved style of street lighting is available for use it will furnish the same throughout the territory in which it is hereby granted the right to operate at such reasonable prices as may be fixed by the Board, subject to the provisions of this contract.

Sixteenth—The Company shall supply gas to the public buildings and public lamps of all types situated on the line or lines of the mains of said Company throughout the territory in which it is hereby granted the right to lay its mains and furnish open flame and mantle naphtha lamps, where such mains are not laid, if required by the Commissioner of Water Supply, Gas and Electricity, and said public buildings and lamps shall be lighted when required by the City at rates not to exceed those hereinbefore set forth, or as may be hereafter established by the Board. As a condition of this contract the Company binds itself to submit bids or proposals for lighting the public buildings and furnishing and lighting public lamps of all types in the entire territory in which it is granted the right to operate by this contract along the lines of its mains as they exist or may be extended, whenever the same are advertised or called for by the Commissioner of Water Supply, Gas and Electricity, or his successor in authority, at rates not exceeding those above set forth, or which may be hereafter established by the Board.

Seventeenth—The Company shall also, in any and all bids or proposals which it may hereafter submit for lighting public buildings and lamps in the Borough of Queens, agree to repair such lamp-posts as belong to the City, or may be acquired or erected by it, and erect new ones at prices not to exceed the following, except as provided elsewhere in this paragraph:

For each lamp-post straightened, the sum of one dollar and fifty cents (\$1.50).

For each column re-leaded, the sum of one dollar and fifty cents (\$1.50).

For each column recalculated, the sum of one dollar (\$1).

For each column refitted, the sum of three dollars and fifty cents (\$3.50).

For each service pipe refitted, the sum of six dollars (\$6).

For each standpipe refitted the sum of four dollars (\$4).

For discontinuing service per lamp, the sum of two dollars (\$2).

For each lamp-post removed, the sum of three dollars and fifty cents (\$3.50).

For each lamp-post reset, the sum of ten dollars (\$10).

For each lamp-post painted, the sum of twenty-five cents (25c) per coat.

For the erection of each new lamp-post, complete (with service and standpipes when for gas), and with cross-heads, lamp-irons and lanterns in place, the sum of ten dollars (\$10).

For the sale to the City of the gas lamp-posts with gas lamps belonging to the Company, erected ready for use complete with service and standpipes connected, all in good repair, per post, the sum of eight dollars (\$8).

The Company may submit bids for any or all of these items at prices not to exceed twenty-five per cent, in excess of those above set forth, or which may be hereafter fixed by the Board, whenever in the opinion of the Commissioner of Water Supply, Gas and Electricity these prices appear to be insufficient.

Eighteenth—During the term of this contract or any renewal thereof the Board shall have the

power to regulate and fix the maximum and minimum rates to be charged by the Company throughout the territory in which it is hereby granted the right to lay its mains for gas for private lighting, provided such rates shall be reasonable and fair.

The maximum rates herein fixed for public lighting and for repairs and replacements of street lamps and posts shall continue until October 27, 1911, at which time and at the end of each period of five years thereafter during the term of the contract or any renewal thereof, the Board shall have the power to reduce such rates, provided such reduced rates shall be reasonable and fair.

Nineteenth—The Company shall supply gas to all applicants in the territory in which it is authorized to operate, not in arrears for prior bills, owning or occupying premises on streets in which gas mains or conductors are laid, and where the Company has not laid mains or conductors it shall lay the same upon the application, in writing, of the owner or occupant of any building or premises within one hundred feet of any main laid by it, provided he shall pay all money due from him to the Company. The Company, however, shall not refuse to supply gas to any person owning or occupying premises on the line of its mains or to extend its mains for that purpose if there be any rent or compensation in arrear for gas supplied, or for pipes or fittings, furnished to a former occupant thereof, unless such owner applying for a supply of gas shall have undertaken or agreed with the former occupant to pay or to exonerate him from the payment of such arrears, and shall refuse and neglect to pay the same; and if for the space of ten days after such application, and the deposit of a reasonable sum as security, if required, in pursuance of section 63 of the Transportation Corporation Law, the Company shall refuse or neglect to supply gas as required, said Company shall forfeit and pay to the applicant the sum of ten dollars, and the further sum of five dollars for every day thereafter during which such refusal or neglect shall continue; provided that the Company shall not be required to lay service pipes for the purpose of supplying gas to any applicant where the ground in which such pipe is required to be laid shall be frozen or shall otherwise, in the opinion of the Board, present serious obstacles to laying the same; nor unless the applicant, if required, shall deposit in advance with the Company a sum of money sufficient to pay the cost of his portion of the pipe required to be laid, and the expense of laying such portion.

The Company shall not require or receive any deposit or advance payment in excess of what is reasonably necessary to insure payment of current bills, and on such amounts so paid the Company shall pay interest at the statutory rate. Any consumer or person who desires to be connected with the mains of the Company can apply to the Board to compel the Company to comply with the provisions of this contract, and all orders of the Board made on the request of any such consumer or person shall be complied with by the Company.

The provisions herein made in regard to a penalty for refusal to comply with the provisions of this subdivision of the contract, and requiring the payment of interest on deposits made by consumers, may, in the event of the refusal of the Company to comply with any order of the Board, on complaint made in regard thereto, be deducted from the security fund to be deposited with the Comptroller, as hereinafter provided, and the Comptroller is authorized to deduct the amount from the said fund and pay the same to the claimant, on being directed to do so by the Board.

The repeal or amendment of section 62 of the Transportation Corporations Law, requiring the Company to extend its mains to supply gas to any building within one hundred feet of its existing mains, upon application for the same, shall not be deemed to in any way affect the provisions of this contract, except that if such amendment requires the Company to do something in addition to or not inconsistent with the provisions of this contract, then, and in that case, the Company shall comply with both of the provisions of this contract and the laws of the State in regard to such extensions.

Twenty-first—The Company shall assume all liability to persons or property by reason of the construction or operation of the system 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 renounce to the City any damage which the City shall be compelled to pay by reason of any acts or defaults of the Company.

Twenty-second—The rights and privileges hereby granted shall not be assigned, either in whole or in part, or leased or sublet in any manner, either by the act of the Company, its successors or assigns, or by operation of law, whether under the provisions of the statute relating to the consolidation, merger or sale of corporations or otherwise, to any person or corporation whatsoever, nor shall the Company, its successors or assigns, in any manner consolidate or pool its stock, business or interests, or enter into any agreement for a division of business, interest or territory, or to prevent competition or a reduction in rates, or acquire, own or make use of or in any manner exercise control over any of the rights, privileges, franchises or stock, or use, own, control or operate any of the property, works, plants or appliances of any such persons or corporations without the consent of the City, acting by the Board, evidenced by an instrument under seal, anything herein contained to the contrary thereof in any wise notwithstanding, and the granting, giving, or waiving of any one or more of such consents shall not render unnecessary any subsequent consent or consents. Nothing herein contained shall apply to any mortgage or mere lienor, but shall apply to any purchaser upon foreclosure or under or by virtue of any provision of a mortgage or lien.

In the event of any consolidation, sale or merger with any other gas company operating in the same territory whereby any duplication of plant or mains shall be effected, such duplication shall not be included in the assets on which a return is to be provided in fixing a reasonable rate.

Twenty-third—The Company hereby agrees and stipulates that any and all rights which by its incorporation it may now have or may hereafter acquire, under the law, as it now exists or may be hereafter amended or altered, whereby it may purchase, acquire or hold stock, bonds or other evidence of indebtedness in any other corporation, are hereby waived; but the Company may exercise such rights upon acquiring the consent of the Board so to do, under such conditions as it may impose.

Twenty-fourth—The Company shall submit a report duly verified to the Board not later than November 1 of each year, for the year ending September 30 next preceding, which shall show the following:

1. Capital authorized—
  - (a) Preferred stock.
  - (b) Common stock.
  - (c) Bonds (classes to be specified).
  - (d) Debentures.
2. Capital issued—
  - (a) Preferred stock.
  - (b) Common stock.

(c) Bonds (classes to be specified).

(d) Debentures.

3. Amount of sinking fund.

4. Amount and rate of dividends paid during year.

5. Amounts and rates of interest paid on the various classes of bonds during the year.

6. Capacity attached to piping—

(a) Miles of mains.

(b) Street lights.

1. Open flame.

2. Mantle lights.

(c) House lights.

(d) Meters.

(e) Number of consumers for light.

7. Highest price received for gas, per thousand cubic feet.

8. Average price received for gas per thousand cubic feet.

9. Authorized price per thousand cubic feet.

10. Amount of gas manufactured during the year.

11. Amount of gas sold during the year.

12. Detailed statement of total cost of manufacture and distribution of entire amount of gas during year, showing also cost of manufacture and distribution of same per thousand cubic feet.

13. Balance sheet showing assets and liabilities in detail.

14. Detailed statement of cost of property situated in the Borough of Queens, showing miles and size of mains, number of meters, holders, buildings, machinery, manufactories, interior piping, lamps, service connections, etc., and cost of same, including separately, value of franchise.

15. Detailed statement of amount of depreciation on above.

16. Detailed statement of present value of above.

17. Statement showing stock and bonds owned in other companies, setting forth name of companies, date of acquiring stock, par value, amount paid for and present value of same.

18. Statement showing number and location of factories and holders.

A detailed statement showing the kinds and quantities of residuals and the prices received for the same.

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

For failure to comply with the foregoing, the Company shall pay a penalty of twenty-five dollars (\$25) per day until such statement or copy of such report is rendered, and in default of such payment, the same, upon order of the Board, may be deducted from the security fund to be deposited by the Company with the Comptroller, as hereinabove provided.

Twenty-fourth—If the said Company, its successors or assigns, shall fail to give efficient public service at the rates herein fixed, or fail to maintain the standard fixed by the Board or by law, as set forth above, for the quality of gas furnished by it to the City or private consumers, or exceeds the maximum pressure allowed by law, or fail to maintain its structures in good condition throughout the full term of its occupancy of such streets, or fail to comply with any provisions of this contract, the Board may give written notice to the said Company, specifying any default on the part of said Company, and requiring said Company to remedy the same within a reasonable time, and upon the failure of the Company to remedy said default within a reasonable time said 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 said City, in case such structures which may affect the surface of the streets, shall not 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 said Company shall pay to the City the amount of the cost of such repairs, with legal interest thereon, or in default of such payment, the same shall be a proper charge against and may be deducted from the security fund to be deposited with the Comptroller as hereinabove provided.

If, for a period of two consecutive weeks, the gas system of the Company shall not be operated, the Board may declare the right and franchise granted by this contract terminated without further proceedings in law or in equity, if it shall appear, in the judgment of said Board, that the same was not operated through the fault of the Company.

The Company shall, in the exercising of any and all the rights conferred on it by this contract, comply with all the provisions of chapter 429 of the Laws of 1907, establishing the "Public Service Commissions" of the State of New York, and all acts amendatory or additional thereto, and shall immediately upon obtaining the same, furnish to the Board, for filing among its records, a copy of the certificate required to be obtained by the Commission having jurisdiction over the Company. Nothing in this contract shall be construed as in any way limiting the present or future jurisdiction of the Public Service Commission under the laws of the State.

Twenty-fifth—The Company shall at all times keep accurate books of account and shall, on or before November 1 in 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. Such report shall contain a statement of the gross receipts from all business done by the Company, together with such other information and in such form and 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.

And the said Comptroller shall at all times have access to the plant of said Company and on reasonable notice be provided with an inventory thereof.

Twenty-sixth—In case of any violation or breach or failure to comply with any of the provisions of this contract, the same 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 all property constructed and in use by virtue of this grant shall thereupon become the property of the City without proceedings at law or in equity.

Twenty-seventh—This grant is upon the express condition that the Company, within thirty (30) days after the execution of this contract and before anything is done in exercise of the rights conferred thereby, shall deposit with the Comptroller of the City the sum of one thousand five hundred dollars (\$1,500), either in money or securities to be approved by him, which fund shall be security for the performance by the Company of the terms and conditions of the contract, especially those which relate to the payment of the annual charge for the franchise granted, in default of which payment of the annual charge, the Comptroller, acting in behalf of the City, shall collect same, with interest, from such fund after five days' notice in writing to the Company. In case of the failure of the Company to comply with the terms of this contract relating to the filing of annual statements, or its neglect or refusal to comply with any demand or direction of the Board or other municipal

officials, made pursuant to the terms of this contract, or under the authority of any laws or ordinances, now or hereafter in force, in such case and in any of these events the Company shall pay to the Comptroller of the City a penalty of one hundred and twenty-five dollars (\$125) for each violation.

The procedure for the imposition and collection of the penalties in the grant 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 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 days' notice in writing, pay to the Comptroller of the City a sum sufficient to restore said security fund to the original amount of one thousand five hundred dollars (\$1,500), and in default thereof the contract may be revoked at the option of the Board, acting in behalf of the City. No action or proceeding or rights under the provisions of the grant shall affect any other legal rights, remedies or causes of action belonging to the City.

Twenty-eighth—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 the powers, rights and duties herein reserved to or prescribed for the Board or other authorities, officer or officers.

Twenty-ninth—The words "notice," "demand" or "direction," wherever used in this contract, shall be deemed to mean a written notice, demand or direction. Every such notice, demand or direction to be served upon the Company shall be delivered at such office in The City of New York 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 of New York. Delivery or mailing of such notice, demand or direction as and when above provided shall be equivalent to direct personal notice, demand or direction, and shall be deemed to have been given at the time of delivery or mailing.

Thirtieth—The grant of this privilege is subject to whatever right, title or interest the owners of abutting property or others may have in and to the streets, avenues and highways of the territory in which the Company is authorized to operate by this contract, and nothing contained herein shall be deemed to affect in any way the right of the City to grant a similar privilege upon the same or other terms and conditions to any other person or corporation in any part of the Borough of Queens.

Thirty-first—Whenever this contract requires the Company to do or refrain from doing something in addition to or not inconsistent with the laws of the State or the ordinances of the City, the Company shall be bound to observe the provisions of the contract or any amendments or modifications of the same. This provision shall be deemed to apply to any and all orders, requests and directions of all local authorities vested with powers by this contract, in addition to those conferred upon such authorities by the laws of the State and the ordinances of the City.

Sec. 3. 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.  
QUEENS LIGHTING COMPANY,  
By....., President.

(Seal.)

Attest:  
....., Secretary.

(Here add acknowledgments.)

Resolved, That the results of the inquiry made by this Board as to the money value of the franchise or right proposed to be granted and the adequacy of the compensation proposed to be paid therefor, and of the terms and conditions, including the provisions as to rates 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 Queens Lighting 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 September 17, 1909, in the CITY RECORD, and at least twice during the ten days immediately prior to September 17, 1909, in two daily newspapers to be designated by the Mayor thereof, and published in The City of New York, at the expense of the Queens Lighting 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 Queens Lighting 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 resolutions 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 September 17, 1909, at 10:30 o'clock a.m., hold a public hearing thereon, at which citizens shall be entitled to appear and be heard.

(Flushing "Evening Journal" and Long Island City "Daily Star" designated.)

JOSEPH HAAG, Secretary.

Dated New York, July 2, 1909.

224,517

PUBLIC NOTICE IS HEREBY GIVEN that at the meeting of the Board of Estimate and Apportionment held this day, the following proceedings were had:

Whereas, The Staten Island Rapid Transit Railway Company has, under date of April 14,

1909, made application to this Board for the grant of the right, privilege and franchise to construct, maintain and operate two additional tracks under and across South street, St. George, two tracks across Central avenue, Union avenue, Harbor road and South avenue, and one track across Richmond terrace, near Hollands Hook, Borough of Richmond; and

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

Whereas, In pursuance of such laws, this Board adopted a resolution on April 30, 1909, fixing the date for public hearing thereon as May 14, 1909, at which citizens were entitled to appear and be heard, and publication was had for at least two (2) days in the "Richmond County Advance" and "The Staten Islander" newspapers designated by the Mayor, and in the CITY RECORD for ten (10) days immediately prior to the date of hearing and the public hearing was duly held on such day; and

Whereas, This Board has made inquiry as to the money value of the franchise or right applied for and proposed to be granted to the Staten Island Rapid Transit Railway 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 Staten Island Rapid Transit 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 Staten Island Rapid Transit Railway Company the franchise or right fully set out and described in the following form of proposed contract for the grant thereof embodying all the terms and conditions, including the provisions as to rates, fares and charges upon and subject to the terms and conditions in said proposed form of contract contained, and that the Mayor of The City of New York be and he hereby is authorized to execute and deliver such contract in the name and on behalf of The City of New York, as follows, to wit:

*Proposed Form of Contract.*

This contract, made this day of  
, 1909, 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 Staten Island Rapid Transit Railway Company (hereinafter called the Company), party of the second part, witnesseth:

Whereas, The President of the Borough of Richmond, on October 17, 1907, addressed a communication jointly to the Board of Estimate and Apportionment and the Commissioners of the Sinking Fund, requesting the authorization and approval of the exchange of certain parcels of land in the Borough of Richmond, between the City and the Company, and in connection therewith the granting of the right to the Company to lay additional tracks across and under certain streets and avenues; and

Whereas, This communication was presented to the Board at its meeting held June 12, 1908, and thereupon a resolution was adopted recommending to the Commissioners of the Sinking Fund that they authorize the exchange between the City and the Company of the before mentioned parcels of land situated in the Borough of Richmond, and providing that when such exchange was authorized and made, the Board would, upon proper petition, grant to the Company the right to lay additional tracks across certain streets, as set forth hereinafter in this contract; and

Whereas, This communication was presented to the Board at its meeting held April 16, 1909; and

Whereas, The Company, on April 14, 1909, duly submitted two petitions for franchises, which were presented to the Board at its meeting held April 30, 1909; now therefore

In consideration of the said exchange of funds, at their meeting held April 5, 1909, did, in accordance with the provisions of section 205a of the Greater New York Charter, as enacted by chapter 302 of the Laws of 1907, adopt a resolution authorizing this exchange, subject, however, to the approval of the Board; and

Whereas, Such approval was given by the Board at its meeting held April 16, 1909; and

Whereas, The Company, on April 14, 1909,

duly submitted two petitions for franchises, which were presented to the Board at its meeting held April 30, 1909; now therefore

In consideration of the said exchange of funds, and of the mutual covenants and agreements herein contained, and in accordance with the resolution of the Board, adopted June 12, 1908, referred to above, 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) Two additional tracks across and under South street, near Jay street, First Ward, Borough of Richmond, within the lines of said South street as the same is now laid out or may hereafter be widened, said tracks to be constructed immediately to the west of the present two tracks of the Company crossing under South street at this point and constituting the existing right of way of the Company under said South street. All as shown on a map entitled:

"Map Showing Proposed Tracks Under and Across South Street, in the First Ward, Borough of Richmond, City of New York, to Accompany Petition of The Staten Island Rapid Transit Railway Company to the Board of Estimate and Apportionment. Dated April 14, 1909."

—signed by George H. Campbell, Vice-President, and William B. Redgrave, Division Engineer, attached to this contract and made a part thereof.

(b) Two additional tracks across and upon Central avenue, Union avenue, Harbor road, otherwise known as Summerfield avenue, and South avenue, and one track across and upon Richmond terrace, formerly known as Shore road, at a point 550 feet, more or less, east of the intersection of Western avenue with Richmond terrace, and in a line with the right of way fifteen (15) feet wide acquired by the Company from Edward Milliken and wife, all in the Third Ward of the Borough of Richmond. The said additional tracks across and upon Central avenue, Union avenue, Harbor road and South avenue to be constructed, one on either side of the present tracks of the Company, crossing said streets, all as shown on a map entitled:

"Maps Showing Proposed Tracks Across Central Avenue, Union Avenue, Harbor Road, South Avenue and Richmond Terrace, in the Third Ward, Borough of Richmond, City of New York, to Accompany Petition of The Staten Island Rapid Transit Railway Company to the Board of Estimate and Apportionment. Dated April 14, 1909."

—signed by George H. Campbell, Vice-President, and William B. Redgrave, Division Engineer, attached to this contract and made a part hereof.

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

First—The said right to construct, maintain and operate said railroad tracks shall be held and enjoyed by the Company for the term of

twenty-five (25) years from the date upon which this contract is signed by the Mayor, with the privilege of renewal of said contract for the further period of twenty-five (25) years, upon a fair revaluation of such right and privilege.

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

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

One disinterested freeholder shall be chosen by the Board; one disinterested freeholder shall be chosen by the Company; these two shall choose a third disinterested freeholder, and the three so chosen shall act as appraisers and shall make the revaluation aforesaid. Such appraisers shall be chosen at least six (6) months prior to the expiration of this original contract, and their report shall be filed with the Board within three (3) months after they are chosen. They shall act as appraisers and not as arbitrators. They may base their judgment upon their own experience and upon such information as they may obtain by inquiries and investigations, without the presence of either party. They shall have the right to examine any of the books of the Company and its officers under oath. The valuation 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.

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

(a) During the first term of ten (10) years the annual sum of six hundred dollars (\$600), being the annual sum of one hundred dollars (\$100) for each crossing herein authorized.

(b) During the second term of fifteen (15) years the annual sum of nine hundred dollars (\$900), being the annual sum of one hundred and fifty dollars (\$150) for each crossing herein authorized.

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

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

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

Third—The annual charges or payments herein provided for 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 railroad or railway company providing for payment for railroad or railway rights or franchises at a different rate, and no assignment, lease or sublease of the rights or privileges hereby granted, 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, especially said conditions as to payments, and the removal of the tracks herein authorized from the surface of the streets crossed by the same, 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.

Fourth—The consent hereby given shall not be assigned, either in whole or in part, or leased or sublet in any manner, nor shall title, interest or property therein pass to or vest in any other person or corporation whatsoever, either by the acts of the said grantee, its successors or assigns, or by operation of law, without the consent in writing of the City, acting by the Board, or its successors in authority.

Fifth—Upon the termination of this contract, or if the same be renewed, then upon the termination of the said renewal term, or upon the termination of the rights hereby granted for any cause, or upon the dissolution of the Company before such termination, the tracks and equipment of the Company constructed pursuant to this contract within the streets 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 the Company or any other company or individual.

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

Sixth—The Company shall commence the construction of the tracks herein authorized under South street, First Ward, within three (3) years, and complete the same within five (5) years from the date upon which this contract is signed by the Mayor, and shall commence and complete

the construction of the other tracks herein authorized within two (2) years from such date, otherwise the rights herein granted shall cease and determine as to such tracks not so constructed. In the event of the rights so ceasing, the Company shall not be required to make any further payments for the privilege of constructing and maintaining said tracks under this contract, but shall continue paying to the City the sum fixed by this contract for each crossing which it constructs within the time limit herein fixed.

Seventh—The grantee shall pay the entire cost of the construction and maintenance of the tracks herein authorized to be laid, and where the said tracks are authorized to be laid on the surface of the street, in addition shall pay the following:

(a) The cost of the protection of all surface and subsurface structures which shall be in any way disturbed by the construction of such tracks.

(b) All changes in sewer or other subsurface structures made necessary by the construction of the railroad tracks, including the laying or re-laying of pipes, conduits, sewers or other structures.

(c) The replacing or restoring the pavement in said street which may be disturbed during the construction of the tracks.

(d) The inspection of all work during the construction or removal of the tracks, as herein provided, which may be required by the President of the Borough of Richmond and the Commissioner of Water Supply, Gas and Electricity.

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

Ninth—The said railroad crossings shall, for their entire length between the lines of the streets where they are laid on the surface, be paved between the rails and for a width of two (2) feet outside thereof with asphalt blocks or vitrified brick, laid upon a concrete foundation, or such other material as may be prescribed by the President of the Borough of Richmond, and in a manner acceptable to him. The said crossings shall be constructed, maintained and operated at the expense of the Company, subject to the supervision, control and inspection of the proper authorities of The City of New York who have jurisdiction in such matters under the Charter of The City of New York.

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

Eleventh—Free and uninterrupted access to and passage over said streets where the rails are laid on the surface shall be maintained at all times, both during construction and thereafter, and no cars shall be allowed to stand upon said railroad tracks within the limits of said streets.

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

Thirteenth—The Company shall at all times keep the streets upon which the rails authorized by this contract are laid, between the said rails and for a distance of two (2) feet beyond the said rails, on either side thereof, free and clear from ice and snow.

Fourteenth—The Company shall, upon being ordered by the Board so to do, remove the tracks herein authorized to be constructed on and across Richmond terrace, from the surface of said street, and construct the same over or under the said street, as directed by the Board, and in such manner as the Board may prescribe, under the supervision of the local authorities of the Borough, at its own expense. And it further agrees that if at any time during the continuance of this contract or any renewal thereof, proceedings shall be taken under the Railroad Law or any law of the State, looking to the removal of the tracks laid by it on the surface of any street, under authority of this contract, then and in that event the Company shall remove the tracks herein authorized and construct the same across said streets, either over or under the same as directed, at its own cost and expense. Nothing contained herein shall be deemed to affect the rights or liabilities of the Company as to the tracks already laid by it.

Fifteenth—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 hereby conferred, shall deposit with the Comptroller of the City the sum of one thousand dollars (\$1,000), either in money or securities, to be approved by him, which fund shall be security for the performance by the Company of all the terms and conditions of this contract, especially those which relate to the payment of the annual charges for the privileges hereby granted, the repair of street pavement, and the removal of those tracks laid on the surface of the streets at its own expense as herein provided, 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 (10) days' notice in writing to the Company; or in case of failure to keep the other terms and conditions of this contract, the Company shall pay a penalty of ten dollars (\$10) per day for each day of violation.

The procedure for the imposition and

affect any other legal rights, remedies or causes of action belonging to the City.

Sixteenth—In case of any violation, or breach or failure to comply with any of the provisions herein contained, this contract may be forfeited by a suit brought by the Corporation Counsel, on notice of ten (10) days to the Company, or at the option of the Board by resolution of said Board, which said resolution may contain a provision to the effect that the railroad tracks 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.

Seventeenth—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.

Eighteenth—The word "streets," wherever used herein, shall be deemed to mean such streets, avenues, highways, driveways, concourses, boulevards or public places across or under which the Company is hereby granted the right to lay its tracks.

Sec. 3. The City hereby agrees that it will construct a portal to the proposed new tunnel required for the construction of the tracks herein authorized under South street, in the First Ward of the Borough of Richmond. Said portal is estimated to cost not exceeding four thousand seven hundred dollars (\$4,700) in excess of the cost to the City of building a solid retaining wall at this point, as was heretofore proposed. All and every other expense in connection with the rights hereby granted shall be borne and paid for by the Company.

Sec. 4. The City and the Company promise, covenant and agree to conform to and abide by and perform all the terms, conditions and requirements in this contract fixed and contained, to be performed or observed by the respective parties hereto.

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,  
(Seal) By ..... Mayor.

Attest: ..... City Clerk.

THE STATEN ISLAND RAPID TRANSIT  
RAILWAY COMPANY,  
By ..... Vice-President.

Attest: ..... Secretary.

(Here add acknowledgments.)  
Resolved, That the results of the inquiry made by this Board as to the money value of the franchise or right proposed to be granted and the adequacy of the compensation proposed to be paid therefor and of the terms and conditions, including the 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 the franchise or right applied for by the Staten Island Rapid Transit Railway Company and the said form of a proposed contract for the grant of such franchise or rights, 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, September 17, 1909, in the CITY RECORD, and at least twice during the ten (10) days immediately prior to Friday, September 17, 1909, in two daily newspapers to be designated by the Mayor therefor and published in The City of New York, at the expense of The Staten Island Rapid Transit 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 Staten Island Rapid Transit 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, September 17, 1909, at 10.30 o'clock a. m., hold a public hearing thereon, at which citizens shall be entitled to appear and be heard.

("Staten Island World" and "Staten Islander" designated.)

JOSEPH HAAG, Secretary.

Dated New York, June 11, 1909.

a24,s17

## DEPARTMENT OF PUBLIC CHARITIES.

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH 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, SEPTEMBER 7, 1909,  
FOR FURNISHING AND DELIVERING  
SIXTY-THREE THOUSAND (63,000) VITRI-  
FIED BRICK, EQUAL TO SAMPLE.

The time for the performance of the contract is during the year 1909.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price, per thousand, 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.

Blank forms and further information may be obtained at the office of the Department, foot of East Twenty-sixth street, Borough of Manhattan.

ROBERT W. HEBBERD, Commissioner.  
The City of New York, August 20, 1909.

a25,s7

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH 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, AUGUST 31, 1909.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR THE INSTALLATION OF ELECTRIC LIGHTING AND FOR MAKING GENERAL REPAIRS TO THE STEAMBOAT "THOMAS S. BRENNAN."

The time allowed for the completion of the work and full performance of the contract is forty (40) consecutive working days.

The security 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 Supervising Engineer of the Department, foot of East Twenty-sixth street, The City of New York, where plans and specifications may be seen.

ROBERT W. HEBBERD, Commissioner.  
Dated August 18, 1909.

a19,31

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH 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, AUGUST 31, 1909.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR MAKING GENERAL REPAIRS TO THE STEAMBOAT "FIDELITY."

The time allowed for the completion of the work and full performance of the contract is thirty (30) consecutive working days.

The security required will be Seven Hundred Dollars (\$700).

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 Supervising Engineer of the Department, foot of East Twenty-sixth street, The City of New York, where plans and specifications may be seen.

ROBERT W. HEBBERD, Commissioner.  
Dated August 19, 1909.

a19,31

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

## DEPARTMENT OF HEALTH.

DEPARTMENT OF HEALTH, CORNER OF FIFTY-FIFTH STREET AND SIXTH AVENUE, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Board of Health of the Department of Health until 10 o'clock a. m. on

MONDAY, AUGUST 30, 1909.

FOR FURNISHING ALL NECESSARY LABOR AND MATERIAL REQUIRED TO EXCAVATE A DITCH ON THE EASTERN MARGIN OF MILL CREEK, TWO HUNDRED FEET (200 FT.) EAST OF REMSON AVENUE, FLUSHING, BOROUGH OF QUEENS.

The time for the completion of the work and the full performance of the contract is thirty (30) consecutive working days.

The amount of security required is fifty per cent. (50%) of the amount of the bid.

Bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Chief Clerk of the Department of Health, southwest corner of Fifty-fifth street and Sixth avenue, Borough of Manhattan, City of New York.

THOMAS DARLING, N. M. D., President;

ALVAH H. DOTY, M. D.,

WM. F. BAKER, Board of Health.

Dated August 19, 1909.

a19,30

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

## BOROUGH OF RICHMOND.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND, BOROUGH HALL, ST. GEORGE, NEW YORK CITY.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Richmond at the above office, until 12 o'clock m. on

TUESDAY, AUGUST 31, 1909,

Borough of Richmond.

No. 1. FOR FURNISHING AND DELIVERING STOVE COAL AND SCREENINGS AT STABLES "A" AND "B" AND REFUSE DESTRUCTORS.

The Superintendent's estimate of the quantity and quality of the materials required is as follows:

40 tons of stove coal, at Stable "A";  
30 tons of stove coal, at Stable "B";  
10 tons of anthracite screenings, at Refuse Destructor.

The time for the completion of the work and the full performance of the contract is by or before December 31, 1909.

The amount of security required is Two Hundred Dollars (\$200).

The contracts must be bid for separately, and the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Bidders are requested to make their bids or estimates upon the blank form prepared by the President, a copy of which, with the proper envelope in which to 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. Other information may be obtained at the office of the Commissioner of Public Works of the Borough of Richmond, Borough Hall, New Brighton, Borough of Richmond.

GEORGE CROMWELL, President.

The City of New York, August 9, 1909.

a19,31

*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

TUESDAY, SEPTEMBER 7, 1909,

Borough of Manhattan.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR ALTERATIONS AND ADDITIONS TO REPAIR SHOP, LOCATED ON NORTHEAST CORNER OF TWELFTH AVENUE AND FIFTY-SIXTH STREET, BOROUGH OF MANHATTAN.

The time for the completion of the work and the full performance of the contract is sixty (60) days.

The amount of security required is Fifteen Hundred Dollars (\$1,500).

Bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

NICHOLAS J. HAYES, Fire Commissioner.  
Dated August 19, 1909.

a20,s7

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before February 28, 1910.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

## Borough of The Bronx.

No. 2. FOR FURNISHING AND DELIVERING HAY, STRAW, OATS, BRAN, FLAX-SEED MEAL AND SALT FOR COMPANIES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before February 28, 1910.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

## Borough of Richmond.

No. 3. FOR FURNISHING AND DELIVERING HAY, STRAW, OATS, BRAN, FLAX-SEED MEAL AND SALT FOR COMPANIES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before February 28, 1910.

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 for each item and awards made to the bidder at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

NICHOLAS J. HAYES, Commissioner.

Dated August 17, 1909.

a18,31

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST 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

TUESDAY, AUGUST 31, 1909.

Boroughs of Manhattan, The Bronx and Richmond.

No. 1. FOR FURNISHING AND DELIVERING VARIOUS SUPPLIES FOR THE REPAIR SHOPS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before January 31, 1910.

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 for each class and awards made to the lowest bidder on each class; or the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

NICHOLAS J. HAYES, Commissioner.

a17,31

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST 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 a. m. on

WEDNESDAY, SEP

## BOROUGH OF THE BRONX.

Engine Company 52, Riverdale avenue, Spuyten Duyvil parkway; Engine Company 43, Sedgwick avenue, opposite Burnside avenue; Engine Company 46, No. 451 East One Hundred and Seventy-sixth street; Engine Company 48, No. 2504 Webster avenue; Engine Company 50, No. 491 East One Hundred and Sixty-sixth street; Engine Company 68, No. 1080 Ogden avenue; Engine Company 82, No. 1215 Intervale avenue; Hook and Ladder Company 27, No. 453 East One Hundred and Seventy-sixth street.

The time for the completion of the work and the full performance of the contract is sixty (60) days.

The amount of security required is fifty per cent. (50%) of the amount of bid or estimate.

Bids will be compared and the contract awarded at a lump or aggregate sum for each Borough.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

NICHOLAS J. HAYES, Fire Commissioner.

Dated August 12, 1909.

a13,s1

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

## OFFICIAL PAPERS.

Morning—"The Sun," "The New York Times."

Evening—"The Globe," "The Evening Mail."

Weekly—"Democracy," "Tammany Times."

German—"Staats-Zeitung."

Designated by the Board of City Record, January 22, 1906; Amended March 1, 1906; November 20, 1906; February 20, 1907, and March 5, 1908.

## CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.

PURSUANT TO THE PROVISIONS OF Chapter 537 of the Laws of 1893 and the acts amendatory thereof and supplemental thereto, notice is hereby given that meetings of the Commissioners appointed under said acts will be held at the office of the Commission, Room 219, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City, on Mondays, Wednesdays and Fridays of each week, at 2 o'clock p. m., until further notice.

Dated New York City, July 27, 1909.

WILLIAM E. STILLINGS,  
GEORGE C. NORTON,  
LEWIS A. ABRAMS,  
Commissioners.

LAMONT MCLOUGHLIN, Clerk.

## MUNICIPAL CIVIL SERVICE COMMISSION.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, August 17, 1909.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from

MONDAY, AUGUST 23, UNTIL MONDAY, OCTOBER 11, 1909,

for the position of

PATROLMAN, POLICE DEPARTMENT. (NO APPLICATIONS RECEIVED BY THE COMMISSION, BY MAIL OR OTHERWISE, AFTER 4 P. M. ON OCTOBER 11 WILL BE ACCEPTED.)

The subjects and weights are as follows: Physical development and strength..... 50 Mental test..... 50

The subjects and weights of the mental test are as follows: Memory test..... 2 Government ..... 5 Localities ..... 1 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.

The minimum height for applicants is 5 feet 8 inches; the minimum weight, 140 pounds; the minimum chest measurement, 33½ inches.

Applications will not be received from persons who are less than twenty-three (23) years of age on October 11, 1909, or who are more than thirty (30) years of age.

Applicants will be required to submit with their applications a transcript of the Records of the Bureau of Vital Statistics showing the date of birth of the applicant, or in lieu thereof, a transcript from the record of the church in which he was baptized, signed by the pastor, under seal.

All foreign-born applicants will be required to submit evidence of citizenship; naturalization papers should be attached to application.

Applicants will be notified later of the dates of the physical and mental examinations.

Application blanks can be had at No. 299 Broadway, Room 1119.

F. A. SPENCER, Secretary.

a19,011

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.

No information will be given by telephone, and the Commission will not be responsible for such if given by employees, either as to date of filing applications or upon other subjects.

Specimen questions of previous examinations may be obtained at Room 1108.

Unless otherwise specifically stated, the minimum age requirement for all positions is 21.

FRANK L. POLK, President;  
R. ROSS APPLETON,  
ARTHUR J. O'KEEFFE,  
Commissioners.

## BOROUGH OF BROOKLYN.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM 2, BOROUGH HALL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m. on

WEDNESDAY, SEPTEMBER 8, 1909.

## Borough of Brooklyn.

FOR FURNISHING ALL THE LABOR AND MATERIALS NECESSARY TO RELINE AND RESET BRICK SETTING OF THREE BOILERS, ETC., MUNICIPAL BUILDING, BOROUGH OF BROOKLYN.

The time allowed for the completion of the work and full performance of the contract will be until October 1, 1909.

The amount of security required will be Six Hundred Dollars (\$600).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed.

The bids will be compared and the contract awarded at a lump sum.

Blank forms and further information may be obtained and the plans and drawings may be seen at the Bureau of Public Buildings and Offices, Room No. 29, Municipal Building, the Borough of Brooklyn.

BIRD S. COLER, President.

a24,s8

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM 2, BOROUGH HALL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m. on

WEDNESDAY, SEPTEMBER 8, 1909.

## Borough of Brooklyn.

FOR FURNISHING AND DELIVERING ONE (1) AUTOMOBILE AND EQUIPMENT TO THE BUREAU OF SEWERS.

The time allowed for delivering the automobile and equipment and the performance of the contract is twenty (20) calendar days.

The amount of security required will be One Thousand Dollars (\$1,000).

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and further information may be obtained at the office of the Bureau of Sewers, the Borough of Brooklyn, No. 215 Montague street, Brooklyn.

BIRD S. COLER, President.

Dated August 19, 1909.

a24,s8

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM 2, BOROUGH HALL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m. on

WEDNESDAY, SEPTEMBER 8, 1909.

## Borough of Brooklyn.

No. 1. FOR REPAIRING WITH AS- PHALT BLOCK PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAYS OF EIGHTEENTH STREET, BETWEEN SIXTH AVENUE AND PROSPECT PARK WEST, AND OF TWENTY-THIRD STREET, FROM THIRD AVENUE TO SIXTH AVENUE, WORK ABANDONED BY THE INTERSTATE PAVING COMPANY.

The Engineer's estimate of the quantities is as follows:

200 square yards of asphalt block pavement, including ½-inch mortar bed.

10 cubic yards of concrete for pavement foundation.

The time for the completion of the work and the full performance of the contract is ten (10) working days.

The amount of security required is Two Hundred Dollars (\$200).

No. 2. FOR REPAIRING WITH AS- PHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAYS OF FLAT-BUSH AVENUE, BETWEEN TWENTY- NINTH WARD LINE AND NOSTRANIA AVENUE, AND CHESTNUT STREET, FROM LIBERTY AVENUE TO BELMONT AVENUE, WORK ABANDONED BY THE INTERSTATE PAVING COMPANY.

The Engineer's estimate of the quantities is as follows:

1,900 square yards of asphalt pavement, including binder course.

15 cubic yards of concrete for pavement foundation.

The time for the completion of the work and the full performance of the contract is twenty (20) working days.

The amount of security required is Five Hundred Dollars (\$500).

No. 3. FOR CONSTRUCTING CEMENT SIDEWALKS ON BOTH SIDES OF SOMERS STREET, BETWEEN BROADWAY AND STONE AVENUE, AND ON VARIOUS OTHER STREETS IN THE BOROUGH OF BROOKLYN.

The Engineer's estimate of the quantity is as follows:

7,089 square feet cement sidewalk.

The time for the completion of the work and the full performance of the contract is twenty (20) working days.

The amount of security required is Four Hundred Dollars (\$400).

No. 4. FOR FENCING VACANT LOTS ON THE NORTH SIDE OF BAINBRIDGE STREET, BETWEEN HOWARD AND SARA

TOGA AVENUES, AND VARIOUS OTHER STREETS IN THE BOROUGH OF BROOKLYN.

The Engineer's estimate of the quantity is as follows:

1,467 linear feet of wooden rail fence, 6 feet high.

The time for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is Two Hundred Dollars (\$200).

No. 5. FOR FENCING VACANT LOTS ON THE EAST SIDE OF KNICKERBOCKER AVENUE, BETWEEN LINDEN STREET AND GATES AVENUE, AND VARIOUS OTHER STREETS IN THE BOROUGH OF BROOKLYN.

The Engineer's estimate of the quantity is as follows:

1,564 linear feet of wooden rail fence, 6 feet high.

The time for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is Two Hundred Dollars (\$200).

No. 6. FOR GRADING LOTS ON THE NORTHEAST SIDE OF SIXTY-FIRST STREET, BETWEEN FOURTH AND FIFTH AVENUES, AND ON THE NORTHWEST SIDE OF FIFTH AVENUE, BETWEEN SIXTIETH AND SIXTY-FIRST STREETS, KNOWN AS NOS. 51, 53, 62, 63, 67 AND A PORTION OF NO. 64.

The Engineer's estimate of the quantity is as follows:

3,677 cubic yards earth excavation.

The time for the completion of the work and the full performance of the contract is seventy (70) working days.

The amount of security required is Six Hundred Dollars (\$600).

No. 7. FOR THE RECONSTRUCTION OF A BRIDGE ACROSS GERRETTSONS CREEK AT AVENUE U, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantities is as follows:

71,136 feet (B. M.) yellow pine flooring.

5,280 feet (B. M.) yellow pine creosoted sheet piling.

18,588 feet (B. M.) spruce flooring in foot walks.

8,316 feet (B. M.) yellow pine timber in railings and posts.

101,333 feet (B. M.) long leaf yellow pine timber in caps and stringers.

209 yellow pine piles, creosoted (approximately 4,180 linear feet).

1,512 linear feet angle iron in wheel guards (4½ pounds per foot).

The time for the completion of the work and the full performance of the contract is ninety (90) working days.

The amount of security required is Five Thousand Dollars (\$5,000).

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, cubic yard, 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, Room No. 14, Municipal Building, the Borough of Brooklyn.

BIRD S. COLER, President.

Dated August 16, 1909.

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*See General Instructions to Bidders on the last page, last column, of the "City Record."*

## BELLEVUE AND ALLIED HOSPITALS.

BELLEVUE AND ALLIED HOSPITALS, DEPARTMENT OF NEW YORK CITY, TWENTY-SIXTH STREET AND FIRST 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

TUESDAY, SEPTEMBER 7, 1909.

FOR ALL THE LABOR AND MATERIALS REQUIRED FOR THE ERECTION AND COMPLETION OF THE LAUNDRY BUILDING, INCLUDING THE PLUMBING, HEATING, ELECTRIC AND REFRIGERATING WORK 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 time allowed for doing and completing all the work included under this contract will be not more than three hundred and sixty-five (365) consecutive calendar days from date of executing the contract.

The surety required will be Two Hundred Thousand Dollars (\$200,000).

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.

JNO. G. O'KEEFFE.

Acting President of the Board of Trustees, Bellevue and Allied Hospitals.

Dated August 24, 1909



line of same, south 70 degrees 8 minutes east 200.7 feet, recrossing Saw Mill River and the Putnam Division of the New York Central and Hudson River Railroad Company, to a point in the northerly line of said Tarrytown road; thence along said road line and continuing along the northerly line of said Parcel No. 1080, the following courses and distances: South 69 degrees 43 minutes east 65.4 feet, crossing Saw Mill River road, south 68 degrees 40 minutes east 238.6 feet, south 67 degrees 53 minutes east 111.7 feet, crossing Stone avenue, south 67 degrees 48 minutes east 454.4 feet, crossing Lawn and Hillside avenues, south 51 degrees 30 minutes east 1,450.2 feet, crossing Mortimer, Goodwin, Evans, Perkins and French avenues, south 49 degrees 31 minutes east 724.6 feet, crossing Robbins avenue, a road, and Knollwood avenue, and south 44 degrees 12 minutes east 95.1 feet, to the most westerly point of Parcel No. 1079; thence partly along the northerly line of said parcel, north 45 degrees 48 minutes east 105 feet, south 44 degrees 12 minutes east 63.2 feet, and north 45 degrees 48 minutes east 97 feet, to the most northerly point of said parcel, in the westerly line of before-mentioned Parcel No. 1076, in the southerly line of before-mentioned Valley street; thence partly along said westerly parcel line, north 29 degrees 36 minutes east 51.7 feet, to the southwest corner of Parcel No. 1075, in the northerly line of said street; thence along the westerly line of said parcel, north 29 degrees 36 minutes east 206.7 feet, to the most northerly point of same, in the southerly line of Ridgeway street, at another point in the westerly line of before-mentioned Parcel No. 1076; thence partly along said parcel line, north 29 degrees 36 minutes east 201.3 feet, to the most westerly point of before-mentioned Parcel No. 1071, in the southerly line of the before-mentioned highway; thence along the westerly lines of said parcel and Parcel No. 1070, and partly along the westerly line of Parcel No. 1069, north 29 degrees 36 minutes east 166.4 feet, recrossing said highway, to a point in the centre of Glenartney street; thence along the centre line of said street, north 13 degrees 53 minutes west 130.8 feet; thence continuing along the westerly line of Parcel No. 1069, north 29 degrees 36 minutes east 36.3 feet, to the most northerly point of said parcel, in the easterly line of the last-mentioned street, said point being also in the westerly line of before-mentioned Parcel No. 1067; thence partly along said westerly parcel line, north 29 degrees 36 minutes east 118.2 feet, north 17 degrees 54 minutes west 525.6 feet, and south 72 degrees 6 minutes west 28.7 feet, to the southeast corner of before-mentioned Parcel No. 1066, in the easterly line of the westerly part of before-mentioned Knollwood road; thence along the southerly and partly along the westerly lines of said Parcel No. 1066, south 72 degrees 6 minutes west 15.9 feet, and north 13 degrees 53 minutes west 60.4 feet, to a point in the westerly line of said road; thence along said road line and continuing along the westerly line of Parcel No. 1066, on a curve of 175 feet radius to the left, 79.5 feet, on a curve of 579.5 feet radius to the right, 163.6 feet, and on a curve of 1,038.8 feet radius to the right, 13.5 feet, to the most southerly point of Parcel No. 1065; thence along the westerly and partly along the northerly lines of said parcel, along the westerly line of Parcel No. 1064, partly along the westerly and northerly lines of before-mentioned Parcel No. 1063, and along the westerly line of Parcel No. 1062, the following courses, distances and curves: North 1 degree 25 minutes west 146.7 feet, on a curve of 806.8 feet radius to the right, 229.7 feet; north 84 degrees 48 minutes east 11 feet, north 21 degrees 21 minutes east 195.9 feet, north 4 degrees 7 minutes west 66.2 feet, north 85 degrees 53 minutes east 31.5 feet, and north 21 degrees 21 minutes east 159.2 feet, to the most northerly point of said Parcel No. 1062, in the westerly line of before-mentioned Endicott avenue, said point being also in the westerly line of before-mentioned Parcel No. 1059; thence partly along said parcel line and along said westerly avenue line, north 4 degrees 7 minutes west 11.2 feet, to the southeast corner of Parcel No. 1061; thence along the southerly line of said parcel, south 85 degrees 53 minutes west 200 feet, to the southwest corner of same, in the easterly line of Abbott avenue; thence along said avenue line, the easterly line of said parcel, and again partly along the easterly line of Parcel No. 1059, north 4 degrees 7 minutes west 70 feet, crossing before-mentioned Dimock street, to the northeast corner of said street and Abbott avenue; thence along the northerly line of said street and its production, north 85 degrees 53 minutes east 225 feet, to the point of intersection of said produced street line with the centre line of before-mentioned Endicott avenue; thence along said centre line, and still continuing along the westerly line of Parcel No. 1059, north 4 degrees 7 minutes west 400.5 feet, to the northwest corner of said parcel, in the southerly line of before-mentioned Parcel No. 1056; thence partly along said parcel line, south 82 degrees 45 minutes west 4 feet, to the southwest corner of said parcel; thence partly along the westerly line of same, along the southerly and westerly lines of Parcel No. 1057, north 4 degrees 7 minutes west 25 feet, to a point in the centre of said avenue; thence along the centre line hereof, and continuing along the westerly line of Parcel No. 1052, north 4 degrees 7 minutes west 150 feet, to the northwest corner of said parcel; thence along the northerly line of same, north 85 degrees 53 minutes east 25 feet, to the northwest corner of Parcel No. 1046; thence along the northerly line of said parcel, partly along the westerly line of Parcel No. 1044, and along the westerly and northerly lines of Parcel No. 1043, north 85 degrees 53 minutes east 100 feet, north 4 degrees 7 minutes west 150 feet, and north 85 degrees 53 minutes east 100 feet, to the northeast corner of said Parcel No. 1043, in the westerly line of before-mentioned Parcel No. 1039, in the westerly line of before-mentioned Bryant avenue; thence along said avenue line and partly along said westerly parcel line, north 4 degrees 7 minutes west 75 feet, to the southwest corner of said avenue and before-mentioned Payne street; thence along the southerly line produced of said street, north 85 degrees 53 minutes east 25 feet, to the point

of intersection of said produced line with the centre line of said Bryant avenue; thence along said centre line, north 4 degrees 7 minutes west 100 feet; thence continuing along the westerly line of Parcel No. 1039, north 85 degrees 53 minutes east 25 feet, to the northwest corner of Parcel No. 1031; thence along the northerly line of said parcel, the westerly lines of parcels numbered from 1029 to 1023, both inclusive, partly along the northerly line of said Parcel No. 1023, along the westerly lines of before-mentioned Parcels Nos. 1022 and 1021, partly along the southerly and along the westerly lines of Parcel No. 1020, and partly along the westerly line of before-mentioned Parcel No. 1019, the following courses, distances and curves: North 85 degrees 53 minutes east 100 feet, north 4 degrees 7 minutes west 616.2 feet, north 83 degrees 57 minutes east 44.5 feet, north 5 degrees 52 minutes west 116.9 feet, on a curve of 791.8 feet radius to the right, 559.4 feet; north 34 degrees 37 minutes east 654 feet, north 25 degrees 55 minutes east 177.5 feet, north 17 degrees 46 minutes west 134.4 feet, north 50 degrees 43 minutes east 99.3 feet, north 1 degree 15 minutes east 698.6 feet, south 80 degrees 58 minutes west 148.3 feet, north 3 degrees 30 minutes west 725.6 feet, north 13 degrees 15 minutes east 349.3 feet, north 14 degrees 28 minutes west 320.2 feet, north 22 degrees 21 minutes west 239 feet, and north 5 degrees 28 minutes west 230.1 feet, to the southwest corner of before-mentioned Parcel No. 1018, in the southerly line of before-mentioned Lower Cross road; thence along the westerly line of said parcel, north 5 degrees 28 minutes west 19 feet, and north 31 degrees 6 minutes east 36.8 feet, recrossing the before-mentioned line between the Towns of Mt. Pleasant and Greenburg, to the northwest corner of said parcel, in the northerly line of said Lower Cross road; thence along said northerly road line and partly along the northerly line of said parcel, south 58 degrees 54 minutes 54 minutes east 13.9 feet, south 56 degrees 5 minutes east 78 feet, south 55 degrees 28 minutes east 100.7 feet, and south 65 degrees 57 minutes east 55.3 feet, to the southwest corner of before-mentioned Parcel No. 1016; thence along the westerly lines of said parcel and before-mentioned Parcel No. 1015, north 31 degrees 39 minutes east 2,183.2 feet, north 13 degrees 56 minutes west 70 feet, north 31 degrees 39 minutes east 190 feet, south 45 degrees 56 minutes east 51.2 feet, and north 31 degrees 39 minutes east 1,765.7 feet, to the most westerly point of before-mentioned Parcel No. 1014, in the centre of the last-mentioned road leading from Hawthorne to Valhalla; thence partly along the westerly lines of said parcel and before-mentioned Parcel No. 1013, and partly along the northerly line of before-mentioned Parcel No. 1010, the following courses and distances: North 31 degrees 19 minutes east 828.2 feet, north 13 degrees 21 minutes west 106.1 feet, north 31 degrees 39 minutes east 241.7 feet, north 69 degrees 57 minutes east 175 feet, north 24 degrees 57 minutes east 282.8 feet, north 69 degrees 57 minutes east 310 feet, south 20 degrees 3 minutes east 225 feet, north 69 degrees 57 minutes east 804.4 feet, recrossing the Harlem Division of the New York Central and Hudson River Railroad Company, to a point in the centre of the before-mentioned road leading from Valhalla to Hawthorne; thence along the centre line of said road, north 20 degrees 3 minutes west 25 feet; thence continuing along the northerly line of Parcel No. 1010 and running partly along the westerly line of Parcel No. 1011, north 69 degrees 57 minutes east 133 feet, north 60 degrees 27 minutes west 34.1 feet, and north 37 degrees 36 minutes west 318.8 feet, to another point in the centre of the last-mentioned road; thence along the centre line of said road and continuing along the westerly line of Parcel No. 1011, north 17 degrees 58 minutes west 53.5 feet, and north 22 degrees 14 minutes west 120.9 feet, to the most northerly point of said parcel; thence along the easterly line of same, again partly along the northerly line of before-mentioned Parcel No. 1010, and partly along the northerly line of before-mentioned Parcel No. 1009, the following courses and distances: South 37 degrees 36 minutes east 475.7 feet, south 60 degrees 27 minutes east 66.5 feet, north 69 degrees 57 minutes east 102.2 feet, south 84 degrees 49 minutes east 172.4 feet, south 75 degrees 30 minutes east 214.2 feet, north 80 degrees 42 minutes east 205.9 feet, south 80 degrees 42 minutes east 159.3 feet, south 9 degrees 18 minutes west 50 feet, south 80 degrees 42 minutes east 1,288.8 feet, north 9 degrees 18 minutes east 50 feet, south 80 degrees 42 minutes east 271.8 feet, north 57 degrees 54 minutes east 604.8 feet, north 81 degrees 22 minutes east 316.8 feet, north 20 degrees 19 minutes east 217 feet, and north 87 degrees 7 minutes east 124.5 feet, to a point in the centre of the before-mentioned road leading from Valhalla to Pleasantville; thence along the centre line of said road, north 4 degrees 46 minutes east 206.7 feet; thence continuing along the northerly line of said Parcel No. 1009, south 78 degrees 58 minutes east 1,042.5 feet, to the point or place of beginning.

The fee is to be acquired by The City of New York in all the real estate Parcels Nos. 1006 to 1087, both inclusive, contained in the above description, excepting Parcels Nos. 1011, 1017 and 1080, in which perpetual easement is to be acquired.

The easement sought in Parcel No. 1080, colored blue on said map, is the right to construct and forever maintain a pipe line on, over or through said parcel.

Reference is hereby made to the said map filed as aforesaid in the office of the Register of the County of Westchester for a more detailed description of the real estate to be taken as above described.

The greatest width of the proposed taking along the Aqueduct is 1,770 feet, which occurs across Parcels Nos. 1007, 1008 and 1009, and the least width of the said taking is 50 feet, which occurs across Parcels Nos. 1009, 1110, 1013, 1014, 1015 and 1016.

In case any real estate hereinbefore described is used for highway or other public purposes, such use shall continue until such time as The City of New York may acquire the right to close the same.

Dated August 2, 1909.

FRANCIS KEY PENDLETON,  
Corporation Counsel.  
Office and Post-Office address, Hall of  
Records, corner of Chambers and Centre  
streets, Borough of Manhattan, New York City.

14,225

application to the Supreme Court of the State of New York for the appointment of Commissioners of Appraisal under chapter 724 of the Laws of 1905 as amended, and the acts relating thereto. Such application will be made to the Supreme Court at a Special Term thereof to be held in and for the Ninth Judicial District, at the Judge's Chambers, in Nyack, Rockland County, N. Y., on the 25th day of September, 1909, at 10 o'clock in the forenoon of that day or as soon thereafter as counsel can be heard. The object of such application is to obtain an order of the Court appointing three disinterested and competent freeholders, one of whom shall reside in the County of New York and at least one of whom shall reside in the County of Westchester, to act as Commissioners of Appraisal under said act and discharge all the duties conferred by said act and the acts amendatory thereof.

The following is a description of the real estate to be acquired, together with a reference to the date and place of filing the map:

All those certain pieces or parcels of real estate situated in the Town of Greenburg and City of Yonkers, County of Westchester, and State of New York, shown on a map entitled "Southern Aqueduct Department, Section No. 16, Board of Water Supply of The City of New York, Map of real estate situated in the Town of Greenburg and City of Yonkers, County of Westchester, and State of New York, to be acquired by The City of New York, under the provisions of chapter 724 of the Laws of 1905 as amended, for the construction of Catskill Aqueduct and appurtenances, from Elmsford to Hill View Reservoir taking line," which map was filed in the office of the Register of the County of Westchester, at White Plains, N. Y., on the 7th day of July, 1909, as Map No. 1864, which parcels are bounded and described as follows:

#### First Part.

Beginning at the southwest corner of Parcel No. 1087, of Real Estate Section No. 15, Southern Aqueduct Department (the map of which section was filed in the office of the Register of the County of Westchester, at White Plains, N. Y., on the 7th day of July 1909, as Map No. 1863), said point being also the northwest corner of Parcel No. 1088 of the section hereby described, in the northerly line of Hartsdale road (leading from Elmsford to Hartsdale), and running thence along said road line, the northerly line of the last-mentioned parcel, and the southerly line of said Parcel No. 1087, south 78 degrees 22 minutes east 54.9 feet, to the northeast corner of said Parcel No. 1088; thence along the easterly line of said parcel, south 36 degrees west 70 feet, north 31 degrees 56 minutes west 70 feet, north 31 degrees 39 minutes east 190 feet, south 45 degrees 56 minutes east 51.2 feet, and north 31 degrees 39 minutes east 1,765.7 feet, to the most westerly point of before-mentioned Parcel No. 1087, in the centre of the last-mentioned road leading from Hawthorne to Valhalla; thence partly along the westerly lines of said parcel and before-mentioned Parcel No. 1086, and partly along the northerly line of before-mentioned Parcel No. 1085, the following courses, distances and curves: South 36 degrees west 1,840.1 feet, south 54 degrees east 75 feet, south 36 degrees west 391.7 feet, south 24 degrees 35 minutes west 97.3 feet, south 13 degrees 46 minutes east 1,146.6 feet, on a curve of 791.8 feet radius to the right, 622.3 feet, and south 31 degrees 16 minutes west 711.4 feet, to the northeast corner of Parcel No. 1092, in the northerly line of Landers road (leading from Woodland to White Plains); thence along the easterly line of said road, thence along the easterly lines of said parcel and Parcel No. 1090, and partly along the easterly line of Parcel No. 1091, the following courses, distances and curves: South 36 degrees west 1,840.1 feet, south 54 degrees east 75 feet, south 36 degrees west 391.7 feet, south 24 degrees 35 minutes west 97.3 feet, south 13 degrees 46 minutes east 1,146.6 feet, on a curve of 791.8 feet radius to the right, 622.3 feet, and south 31 degrees 16 minutes west 711.4 feet, to the northeast corner of Parcel No. 1092, in the northerly line of Landers road (leading from Woodland to White Plains); thence along the easterly line of said road, thence along the easterly lines of said parcel and Parcel No. 1096, partly along the southerly line of said Parcel No. 1096 and along the easterly line of Parcel No. 1097, the following courses and distances: South 31 degrees 16 minutes west 609.8 feet, south 58 degrees 44 minutes east 75 feet, south 31 degrees 16 minutes west 380 feet, south 27 degrees 50 minutes east 217 feet, south 1 degree 40 minutes west 940.4 feet, south 79 degrees 59 minutes west 153.2 feet, and south 1 degree, 40 minutes west 734.7 feet, to the northeast corner of Parcel No. 1109, in the northerly line of a road leading from Woodland to Hartsdale; thence along the easterly line of said road, thence along the easterly lines of said parcel and Parcels Nos. 1103 and 1104, and partly along the easterly line of Parcel No. 1105, the following courses, distances and curves: South 1 degree 40 minutes west 444.4 feet, on a curve of 641.8 feet radius to the left, 271.5 feet; south 22 degrees 34 minutes east 352.6 feet, on a curve of 791.8 feet radius to the right, 835.1 feet; south 37 degrees 52 minutes west 138.6 feet, on a curve of 641.8 feet radius to the left, 140.4 feet; south 25 degrees 20 minutes west 633.1 feet, on a curve of 791.8 feet radius to the right, 196.8 feet; south 39 degrees 35 minutes west 17.2 feet, on a curve of 641.8 feet radius to the left, 183 feet, and south 23 degrees 14 minutes west 182.8 feet, to a point in the northerly line of Upper Sprain road (leading from Ardsley to Hartsdale); thence continuing along the easterly line of Parcel No. 1102, and running partly along the easterly line of Parcel No. 1101, in the northerly line of a road leading from Woodland to Hartsdale; thence along the easterly line of said road, thence along the easterly lines of said parcel and Parcels Nos. 1103 and 1104, and partly along the easterly line of Parcel No. 1105, the following courses, distances and curves: South 1 degree 40 minutes west 444.4 feet, on a curve of 641.8 feet radius to the left, 271.5 feet; south 22 degrees 34 minutes east 352.6 feet, on a curve of 791.8 feet radius to the right, 835.1 feet; south 37 degrees 52 minutes west 138.6 feet, on a curve of 641.8 feet radius to the left, 140.4 feet; south 25 degrees 20 minutes west 633.1 feet, on a curve of 791.8 feet radius to the right, 196.8 feet; south 39 degrees 35 minutes west 17.2 feet, on a curve of 641.8 feet radius to the left, 183 feet, and south 23 degrees 14 minutes west 182.8 feet, to a point in the northerly line of Upper Sprain road (leading from Ardsley to Hartsdale); thence continuing along the easterly line of Parcel No. 1102, and running partly along the easterly line of Parcel No. 1101, in the northerly line of a road leading from Woodland to Hartsdale; thence along the easterly line of said road, thence along the easterly lines of said parcel and Parcels Nos. 1103 and 1104, and partly along the easterly line of Parcel No. 1105, the following courses, distances and curves: South 1 degree 40 minutes west 444.4 feet, on a curve of 641.8 feet radius to the left, 271.5 feet; south 22 degrees 34 minutes east 352.6 feet, on a curve of 791.8 feet radius to the right, 835.1 feet; south 37 degrees 52 minutes west 138.6 feet, on a curve of 641.8 feet radius to the left, 140.4 feet; south 25 degrees 20 minutes west 633.1 feet, on a curve of 791.8 feet radius to the right, 196.8 feet; south 39 degrees 35 minutes west 17.2 feet, on a curve of 641.8 feet radius to the left, 183 feet, and south 23 degrees 14 minutes west 182.8 feet, to a point in the northerly line of Upper Sprain road (leading from Ardsley to Hartsdale); thence continuing along the easterly line of Parcel No. 1102, and running partly along the easterly line of Parcel No. 1101, in the northerly line of a road leading from Woodland to Hartsdale; thence along the easterly line of said road, thence along the easterly lines of said parcel and Parcels Nos. 1103 and 1104, and partly along the easterly line of Parcel No. 1105, the following courses, distances and curves: South 1 degree 40 minutes west 444.4 feet, on a curve of 641.8 feet radius to the left, 271.5 feet; south 22 degrees 34 minutes east 352.6 feet, on a curve of 791.8 feet radius to the right, 835.1 feet; south 37 degrees 52 minutes west 138.6 feet, on a curve of 641.8 feet radius to the left, 140.4 feet; south 25 degrees 20 minutes west 633.1 feet, on a curve of 791.8 feet radius to the right, 196.8 feet; south 39 degrees 35 minutes west 17.2 feet, on a curve of 641.8 feet radius to the left, 183 feet, and south 23 degrees 14 minutes west 182.8 feet, to a point in the northerly line of Upper Sprain road (leading from Ardsley to Hartsdale); thence continuing along the easterly line of Parcel No. 1102, and running partly along the easterly line of Parcel No. 1101, in the northerly line of a road leading from Woodland to Hartsdale; thence along the easterly line of said road, thence along the easterly lines of said parcel and Parcels Nos. 1103 and 1104, and partly along the easterly line of Parcel No. 1105, the following courses, distances and curves: South 1 degree 40 minutes west 444.4 feet, on a curve of 641.8 feet radius to the left, 271.5 feet; south 22 degrees 34 minutes east 352.6 feet, on a curve of 791.8 feet radius to the right, 835.1 feet; south 37 degrees 52 minutes west 138.6 feet, on a curve of 641.8 feet radius to the left, 140.4 feet; south 25 degrees 20 minutes west 633.1 feet, on a curve of 791.8 feet radius to the right, 196.8 feet; south 39 degrees 35 minutes west 17.2 feet, on a curve of 641.8 feet radius to the left, 183 feet, and south 23 degrees 14 minutes west 182.8 feet, to a point in the northerly line of Upper Sprain road (leading from Ardsley to Hartsdale); thence continuing along the easterly line of Parcel No. 1102, and running partly along the easterly line of Parcel No. 1101, in the northerly line of a road leading from Woodland to Hartsdale; thence along the easterly line of said road, thence along the easterly lines of said parcel and Parcels Nos. 1103 and 1104, and partly along the easterly line of Parcel No. 1105, the following courses, distances and curves: South 1 degree 40 minutes west 444.4 feet, on a curve of 641.8 feet radius to the left, 271.5 feet; south 22 degrees 34 minutes east 352.6 feet, on a curve of 791.8 feet radius to the right, 835.1 feet; south 37 degrees 52 minutes west 138.6 feet, on a curve of 641.8 feet radius to the left, 140.4 feet; south 25 degrees 20 minutes west 633.1 feet, on a curve of 791.8 feet radius to the right, 196.8 feet; south 39 degrees 35 minutes west 17.2 feet, on a curve of 641.8 feet radius to the left, 183 feet, and south 23 degrees 14 minutes west 182.8 feet, to a point in the northerly line of Upper Sprain road (leading from Ardsley to Hartsdale); thence continuing along the easterly line of Parcel No. 1102, and running partly along the easterly line of Parcel No. 1101, in the northerly line of a road leading from Woodland to Hartsdale; thence along the easterly line of said road, thence along the easterly lines of said parcel and Parcels Nos. 1103 and 1104, and partly along the easterly line of Parcel No. 1105, the following courses, distances and curves: South 1 degree 40 minutes west 444.4 feet, on a curve of 641.8 feet radius to the left, 271.5 feet; south 22 degrees 34 minutes east 352.6 feet, on a curve of 791.8 feet radius to the right, 835.1 feet; south 37 degrees 52 minutes west 138.6 feet, on a curve of 641.8 feet radius to the left, 140.4 feet; south 25 degrees 20 minutes west 633.1 feet, on a curve of 791.8 feet radius to the right, 196.8 feet; south 39 degrees 35 minutes west 17.2 feet, on a curve of 641.8 feet radius to the left, 183 feet, and south 23 degrees 14 minutes west 182.8 feet, to a point in the northerly line of Upper Sprain road (leading from Ardsley to Hartsdale); thence continuing along the easterly line of Parcel No. 1102, and running partly along the easterly line of Parcel No.

south 26 degrees 41 minutes west 665.5 feet, to a point in the northerly line of Parcel No. 1152, in the northerly line of Yonkers avenue; thence partly along said parcel line, south 26 degrees 41 minutes west 39.5 feet, to a point in the centre line thereof, and continuing along the northerly line of Parcel No. 1152, on a curve of 370.4 feet radius to the left, 89.1 feet, to the northeast corner of said parcel; thence along the easterly line of same, south 26 degrees 41 minutes west 37.6 feet, to the northeast corner of Parcel No. 1153, in the southerly line of said avenue; thence along the easterly line of said parcel, and partly along the northerly line of Parcel No. 1155, south 26 degrees 41 minutes west 132.8 feet, north 63 degrees 19 minutes west 87.5 feet, south 26 degrees 41 minutes west 260.4 feet, and north 77 degrees 14 minutes east 16.2 feet, to the northeast corner of said Parcel No. 1155, in the easterly line of Orient street; thence along said street line and the easterly line of said parcel, south 26 degrees 42 minutes west 1,141.6 feet, crossing Division street, Belmont avenue and Fairfield street, and south 6 degrees 47 minutes west 55.4 feet, crossing Grove street, to the most easterly point of Parcel No. 1156, in the southerly line of said Grove street; thence partly along the easterly lines of said Parcel No. 1156 and Parcels Nos. 1157 and 1159, south 6 degrees 47 minutes west 497.5 feet, crossing Holly street, to a point in the westerly line of Central Park avenue, at the northeast corner of Parcel No. 1160; thence along the easterly line of said parcel, south 6 degrees 47 minutes west 160.9 feet, to the southeast corner of same, in the southerly line of said avenue, said point being also in the northerly line of Real Estate Section No. 2, Southern Aqueduct Department, Hill View Reservoir (the map of which section was filed in the office of the Register of the County of Westchester, at White Plains, N. Y., on the 18th day of February, 1907); thence partly along said section line, along the southerly line of said Central Park avenue, and the southerly line of said Parcel No. 1160, south 45 degrees 12 minutes west 64.4 feet, to the southwest corner of said parcel; thence along the westerly line of same, north 6 degrees 47 minutes east 160.9 feet, to the southwest corner of before-mentioned Parcel No. 1159, in the northerly line of said avenue; thence along the westerly line of before-mentioned Parcel No. 1157, along the westerly line of Parcel No. 1158, again partly along the westerly line of Parcel No. 1157, and partly along the westerly line of before-mentioned Parcel No. 1156, north 6 degrees 47 minutes east 579.6 feet, recrossing before-mentioned Holly street, to the most westerly point of before-mentioned Parcel No. 1155, in the westerly line of before-mentioned Grove street; thence partly along said parcel line, north 6 degrees 47 minutes east 60.1 feet, to the junction of the easterly line of before-mentioned Orient street with the westerly line of before-mentioned Park and Vernon places, another street, and recrossing before-mentioned Division street, to a point in the northerly line of said Division street; thence along the northerly line of said street and continuing along the westerly line of said Parcel No. 1155, north 26 degrees 42 minutes east 1,022.4 feet, crossing Park and Vernon places, another street, and recrossing before-mentioned Division street, to a point in the northerly line of said Division street; thence along the northerly line of said street and continuing along the westerly line of before-mentioned Parcel No. 1155, south 47 degrees 14 minutes east 13 feet, to the southwest corner of Parcel No. 1154; thence along the westerly line of said parcel, north 26 degrees 41 minutes east 352.4 feet, north 63 degrees 19 minutes west 37.5 feet, and north 26 degrees 41 minutes east 170.2 feet, to the southwest corner of before-mentioned Parcel No. 1152, in the southerly line of before-mentioned Yonkers avenue; thence along the westerly line of said parcel, north 26 degrees 41 minutes east 41.8 feet, on a curve of 370.4 feet radius to the left, 41.2 feet, and north 26 degrees 41 minutes east 40.6 feet, to the southwest corner of before-mentioned Parcel No. 1151, in the northerly line of said Yonkers avenue; thence along the westerly line of said parcel, north 26 degrees 41 minutes east 590.6 feet, to the most southerly point of before-mentioned Parcel No. 1144, in the easterly line of before-mentioned Seminary avenue; thence partly along the westerly line of said parcel, north 36 degrees 57 minutes west 75 feet, crossing said avenue, to a point in the westerly line thereof; thence along said westerly avenue line, and continuing along the westerly line of Parcel No. 1144, on a curve of 300 feet radius to the left, 128.4 feet; north 28 degrees 32 minutes east 587.9 feet, and north 28 degrees 31 minutes east 2,176.5 feet, crossing Valentine street, to the southwest corner of Parcel No. 1149; thence along the westerly line of said parcel, and partly along the westerly line of Parcel No. 1148, north 28 degrees 31 minutes east 8 feet, and north 15 degrees 18 minutes west 14.5 feet, to the northwest corner of said parcel, in the southerly line of Byron place, at another point in the before-mentioned westerly line of Parcel No. 1144; thence again partly along said westerly parcel line, north 15 degrees 18 minutes west 25 feet, to a point in the centre of said Byron place; thence along the centre line of said Byron place, north 74 degrees 42 minutes east 100 feet, to the point of intersection of said centre line with the westerly line produced of before-mentioned Bennett place; thence along said produced line and the westerly line of said Bennett place, and continuing along the westerly line of Parcel No. 1144, north 15 degrees 18 minutes west 796.9 feet, and north 27 degrees 56 minutes west 1,084.5 feet, recrossing before-mentioned Gunther avenue, College place and Midland avenue, crossing Orchard street, and recrossing before-mentioned Dunwoodie avenue, to the northwest corner of said Parcel No. 1144, in the southerly line of before-mentioned Parcel No. 1143; thence partly along said line, north 73 degrees 13 minutes west 2.3 feet, to the southwest corner of said Parcel No. 1143; thence along the westerly line of same the following courses and distances: North 27 degrees 56 minutes east 60.9 feet, north 27 degrees 46 minutes east 93.7 feet, north 62 degrees 14 minutes west 50 feet, north 27 degrees 46 minutes east 150 feet, south 62 degrees 14 minutes east 50 feet, north 27 degrees 46 minutes east 1,638.9 feet, north 72 degrees 55 minutes west 101.8 feet, and north 27 degrees 46 minutes east 100 feet, to the southwest corner of before-mentioned Parcel No. 1142, in the southerly line of before-mentioned Palmer avenue; thence partly along the westerly line of said parcel, north 27 degrees 46 minutes east 33.6 feet, to a point in the centre of said Palmer avenue; thence along the westerly line of said Palmer avenue, north 5 degrees 11 minutes east 726.6 feet; thence continuing along the westerly line of Parcel No. 1142, north 35 degrees 42 minutes east 98.5 feet, to the most northerly point of said Parcel No. 1142, in the westerly line of before-mentioned Parcel No. 1139, in the easterly line of said Maple avenue; thence partly along said westerly parcel line, and the westerly lines of before-mentioned Parcel No. 1138 and Parcel No. 1136, along the westerly line of before-mentioned Parcel No. 1137, and again partly along the westerly line of Parcel No. 1136,

the following courses and distances: North 35 degrees 42 minutes east 270.8 feet, north 21 degrees 6 minutes west 39.8 feet, north 30 degrees 27 minutes west 290.1 feet, north 35 degrees 42 minutes east 300 feet, south 54 degrees 18 minutes east 250 feet, and north 35 degrees 42 minutes east 700 feet, recrossing before-mentioned Sprain Brook; north 49 degrees 44 minutes east 309.2 feet, and north 35 degrees 42 minutes east 808.6 feet, to the southwest corner of before-mentioned Parcel No. 1135, in the southerly line of before-mentioned Tuckahoe road; thence along the westerly lines of said parcel and before-mentioned Parcels Nos. 1134, 1133 and 1132, partly along the westerly lines of before-mentioned Parcels Nos. 1131 and 1129, along the westerly line of Parcel No. 1130, again partly along the westerly line of Parcel No. 1129, along the westerly line of before-mentioned Parcel No. 1128, partly along the westerly line of before-mentioned Parcel No. 1127, along the westerly and partly along the easterly lines of Parcel No. 1126, and again partly along the westerly line of Parcel No. 1127, the following courses, distances and curves: north 35 degrees 42 minutes east 123.6 feet, recrossing said Tuckahoe road; north 25 degrees 47 minutes east 2,369.9 feet, north 64 degrees 13 minutes west 25 feet, north 25 degrees 47 minutes east 625.3 feet, north 55 degrees 12 minutes east 234 feet, north 35 degrees 25 minutes east 84.6 feet, north 15 degrees 37 minutes east 332.7 feet, north 1 degree 31 minutes west 413 feet, north 11 degrees 21 minutes east 302.7 feet, north 49 degrees 28 minutes east 408.1 feet, north 59 degrees 10 minutes east 282.2 feet, north 35 degrees 20 minutes east 341.6 feet, north 22 degrees 16 minutes east 198.8 feet, north 23 minutes east 361.4 feet, north 20 degrees 45 minutes west 243.3 feet, north 6 degrees 43 minutes east 131.2 feet, north 32 degrees 12 minutes east 277.9 feet, south 57 degrees 48 minutes east 15 feet, north 32 degrees 12 minutes east 100 feet, north 57 degrees 48 minutes west 15 feet, north 32 degrees 12 minutes east 493.3 feet, on a curve of 25 feet radius to the left, 64.4 feet; north 2 degrees 41 minutes east 1,344.4 feet, on a curve of 641.8 feet radius to the left, 114.2 feet; north 7 degrees, 31 minutes west 1,355.3 feet, north 24 degrees 17 minutes west 747.6 feet, north 8 degrees 34 minutes east 315.4 feet, north 17 degrees 40 minutes east 558.3 feet, north 21 degrees 57 minutes east 287.1 feet, north 25 degrees 37 minutes east 225 feet, north 2 degrees east 364.6 feet, recrossing the before-mentioned line between the Town of Greenburg and the City of Yonkers; north 59 degrees 6 minutes east 306.4 feet, north 32 degrees 57 minutes east 315.5 feet, north 33 degrees 30 minutes west 275 feet, north 32 degrees 57 minutes east 54.5 feet, south 33 degrees 30 minutes east 275 feet, and north 32 degrees 57 minutes east 156.9 feet, to the most northerly point of said Parcel No. 1127, in the westerly line of before-mentioned Jackson avenue, said point being also in the westerly line of before-mentioned Parcel No. 1125; thence partly along said parcel line, north 32 degrees 57 minutes east 23.2 feet, to a point in the centre of said Jackson avenue; thence along the centre line thereof, and continuing along the westerly line of Parcel No. 1125, north 34 degrees 1 minute west 378.5 feet, to the northwest corner of said parcel; thence along the northerly line of same, partly along the westerly lines of before-mentioned Parcels Nos. 1124, 1123 and 1122, the following courses, distances and curves: North 45 degrees 21 minutes east 22.8 feet, north 45 degrees 52 minutes east 70.4 feet, north 42 degrees 23 minutes east 60.5 feet, north 44 degrees 12 minutes east 116.9 feet, north 41 degrees 23 minutes east 28 feet, north 46 degrees 55 minutes east 57.1 feet, north 51 degrees 39 minutes east 19.9 feet, north 50 degrees 54 minutes east 98.9 feet, on a curve of 791.8 feet radius to the right, 788.4 feet; north 45 degrees 8 minutes east 181.1 feet, on a curve of 641.8 feet radius to the left, 125 feet; north 45 degrees 36 minutes west 50.9 feet, north 31 degrees 44 minutes east 27.7 feet, south 70 degrees 54 minutes east 50.9 feet, on a curve of 641.8 feet radius to the left, 455.9 feet; north 11 degrees 11 minutes west 672.8 feet, north 29 degrees 25 minutes east 781 feet, on a curve of 275 feet radius to the right, 220 feet; north 75 degrees 16 minutes east 474 feet, and north 39 degrees 35 minutes east 82.6 feet, to a point in the southerly line of before-mentioned Platt avenue; thence along said line, and continuing along the westerly line of Parcel No. 1122, north 49 degrees 7 minutes west 149.7 feet, north 46 degrees 13 minutes west 53.4 feet, and north 15 degrees 45 minutes west 80 feet, to the northwest corner of said parcel; thence partly along the northerly lines of same and before-mentioned Parcel No. 1121, north 67 degrees 45 minutes east 46.3 feet, to the most northerly point of said Parcel No. 1121, in the northerly line of before-mentioned Parcel No. 1120; thence partly along the westerly line of before-mentioned Parcel No. 1120; thence partly along said parcel line, along the westerly lines of before-mentioned Parcels Nos. 1119, 1117 and 1116, partly along the southerly and westerly lines of before-mentioned Parcel No. 1115, along the westerly line of before-mentioned Parcel No. 1114, and partly along the westerly line of before-mentioned Parcel No. 1113, the following courses, distances and curves: North 67 degrees 45 minutes east 30.7 feet, north 12 degrees 23 minutes east 150 feet, north 77 degrees 37 minutes west 25 feet, north 12 degrees 23 minutes east 209.9 feet, south 77 degrees 37 minutes east 25 feet, north 12 degrees 23 minutes east 508.5 feet, on a curve of 791.8 feet radius to the right, 393.2 feet; north 40 degrees 50 minutes east 33.4 feet, north 28 degrees 1 minute east 57.4 feet, north 79 degrees 56 minutes west 63 feet, due north 30 feet; north 82 degrees east 65.1 feet, north 13 degrees 16 minutes west 428.7 feet, north 6 degrees 36 minutes east 177.7 feet, south 83 degrees 24 minutes east 20 feet, north 6 degrees 36 minutes east 267.1 feet, north 14 degrees 44 minutes east 307.7 feet, north 61 degrees 43 minutes west 12.9 feet, north 8 degrees 55 minutes east 117.2 feet, north 14 degrees 25 minutes east 19.8 feet, north 1 degree 7 minutes west 431.6 feet, north 32 degrees 53 minutes east 357 feet, north 12 degrees 58 minutes west 70.6 feet, on a curve of 290 feet radius to the right, 186.9 feet, and north 12 degrees 14 minutes east 70.6 feet, to a point in the before-mentioned road leading to Greenville; thence partly along the northerly line of said road, and continuing along the westerly line of Parcel No. 1113, north 63 degrees 50 minutes east 27 feet, and north 38 degrees 28 minutes east 90 feet; thence continuing along said westerly line of Parcel No. 1113, and running partly along the westerly line of before-mentioned Parcel No. 1110, along the westerly line of Parcel No. 1112, again partly along the westerly line of Parcel No. 1111, and again partly along the westerly line of Parcel No. 1110, the following courses, distances and curves: North 5 degrees 51 minutes west 56.5 feet, north 17 degrees 58 minutes west 60.5 feet, on a curve of 275 feet radius to the right, 219.6 feet; north 37 degrees 59 minutes west 59.8 feet, north 1 degree 45 minutes east 220.4 feet, north 7 degrees 22 minutes east 193.2 feet, north 76 degrees 52 minutes east 17.2 feet, north 61 degrees 25 minutes

utes east 22.4 feet, north 37 degrees 34 minutes east 29.8 feet, north 43 degrees 3 minutes east 172.6 feet, north 30 degrees 46 minutes east 76.1 feet, north 31 degrees 35 minutes east 33.7 feet, north 15 degrees 39 minutes east 203.6 feet, north 15 degrees 7 minutes east 60.4 feet, north 13 degrees 15 minutes west 413.6 feet, and north 61 degrees 17 minutes west 115.5 feet, to the southeast corner of Parcel No. 1109, in the easterly line of before-mentioned New Sprain road; thence along the southerly line of said parcel, north 61 degrees 17 minutes west 18 feet, to the southwest corner of same, in the centre of said road; thence along the centre line thereof, and the westerly line of said parcel, north 28 degrees 43 minutes east 124.4 feet, to the southeast corner of before-mentioned Parcel No. 1106; thence along the southerly line of said parcel, north 63 degrees 3 minutes west 18.7 feet, to the southwest corner of same, in the westerly line of New Sprain road; thence along said road line, and partly along the westerly line of said parcel, north 29 degrees 11 minutes east 117 feet, and north 28 degrees 3 minutes east 181.4 feet; thence continuing along the westerly line of Parcel No. 1106, north 7 degrees 56 minutes east 236.9 feet, north 32 degrees 13 minutes east 238 feet, and north 10 degrees 20 minutes west 135.8 feet, to a point in the centre of Old Sprain road; thence along the centre line of said road, north 34 degrees 18 minutes east 460.4 feet; thence still continuing along the westerly line of Parcel No. 1106, south 83 degrees 55 minutes east 62.9 feet, north 17 degrees 38 minutes east 142.9 feet, north 34 degrees 15 minutes east 431.6 feet, and north 23 degrees 27 minutes west 44.4 feet, to the southwest corner of before-mentioned Parcel No. 1105, in the easterly line of before-mentioned Upper Sprain road; thence partly along the westerly line of said parcel, north 23 degrees 27 minutes west 25 feet, to a point in the northerly line of said road; thence along said road line, the following courses and distances: North 66 degrees 33 minutes east 47.5 feet, north 62 degrees 41 minutes east 29.5 feet, north 55 degrees 27 minutes east 37.7 feet, north 35 degrees 5 minutes east 45.6 feet, north 21 degrees 31 minutes east 70.5 feet, and north 27 degrees 40 minutes east 28.4 feet; thence continuing along the westerly line of Parcel No. 1105, and running partly along the westerly line of before-mentioned Parcel No. 1104, along the westerly line of before-mentioned Parcel No. 1103, partly along the westerly line of before-mentioned Parcel No. 1102, and along the southerly and westerly lines of Parcel No. 1101, the following courses, distances and curves: North 43 degrees 5 minutes east 168.2 feet, on a curve of 641.8 feet radius to the left, 223.7 feet; north 23 degrees 14 minutes east 74.5 feet, on a curve of 791.8 feet radius to the right, 225.8 feet; north 39 degrees 35 minutes east 17.2 feet, on a curve of 641.8 feet radius to the left, 159.5 feet; north 25 degrees 20 minutes east 63.1 feet, on a curve of 791.8 feet radius to the right, 173.2 feet; north 37 degrees 52 minutes east 138.6 feet, on a curve of 641.8 feet radius to the left, 254.4 feet; north 54 degrees 25 minutes west 113.3 feet, north 25 degrees 2 minutes east 30 feet, south 64 degrees 57 minutes east 100.4 feet, on a curve of 641.8 feet radius to the left, 370.7 feet; north 22 degrees 34 minutes west 352.6 feet, on a curve of 791.8 feet radius to the right, 180.1 feet; north 88 degrees 20 minutes west 190.1 feet, crossing Sprain Brook, and north 1 degree 40 minutes east 513.7 feet, to the southwest corner of before-mentioned Parcel No. 1100, in the southerly line of before-mentioned road leading from Woodland to Hartsdale; thence along the westerly line of said parcel, north 1 degree 40 minutes east 59.2 feet, to the southwest corner of before-mentioned Parcel No. 1102, and along the southerly line of before-mentioned Parcel No. 1101, the following courses, distances and curves: North 43 degrees 5 minutes east 64.2 feet, on a curve of 641.8 feet radius to the left, 220 feet; north 25 degrees 23 minutes west 113.3 feet, north 25 degrees 2 minutes east 30 feet, south 64 degrees 57 minutes east 100.4 feet, on a curve of 641.8 feet radius to the left, 370.7 feet; north 22 degrees 34 minutes west 352.6 feet, on a curve of 791.8 feet radius to the right, 180.1 feet; north 88 degrees 20 minutes west 190.1 feet, crossing Sprain Brook, and north 1 degree 40 minutes east 513.7 feet, to the southwest corner of before-mentioned Parcel No. 1100, in the southerly line of before-mentioned road leading from Woodland to Hartsdale; thence along the westerly line of said parcel, north 1 degree 40 minutes east 59.2 feet, to the southwest corner of before-mentioned Parcel No. 1102, and along the southerly line of before-mentioned Parcel No. 1101, the following courses, distances and curves: North 43 degrees 5 minutes east 64.2 feet, on a curve of 641.8 feet radius to the left, 220 feet; north 25 degrees 23 minutes west 113.3 feet, north 25 degrees 2 minutes east 30 feet, south 64 degrees 57 minutes east 100.4 feet, on a curve of 641.8 feet radius to the left, 370.7 feet; north 22 degrees 34 minutes west 352.6 feet, on a curve of 791.8 feet radius to the right, 180.1 feet; north 88 degrees 20 minutes west 190.1 feet, crossing Sprain Brook, and north 1 degree 40 minutes east 513.7 feet, to the southwest corner of before-mentioned Parcel No. 1100, in the southerly line of before-mentioned road leading from Woodland to Hartsdale; thence along the westerly line of said parcel, north 1 degree 40 minutes east 59.2 feet, to the southwest corner of before-mentioned Parcel No. 1102, and along the southerly line of before-mentioned Parcel No. 1101, the following courses, distances and curves: North 43 degrees 5 minutes east 64.2 feet, on a curve of 641.8 feet radius to the left, 220 feet; north 25 degrees 23 minutes west 113.3 feet, north 25 degrees 2 minutes east 30 feet, south 64 degrees 57 minutes east 100.4 feet, on a curve of 641.8 feet radius to the left, 370.7 feet; north 22 degrees 34 minutes west 352.6 feet, on a curve of 791.8 feet radius to the right, 180.1 feet; north 88 degrees 20 minutes west 190.1 feet, crossing Sprain Brook, and north 1 degree 40 minutes east 513.7 feet, to the southwest corner of before-mentioned Parcel No. 1100, in the southerly line of before-mentioned road leading from Woodland to Hartsdale; thence along the westerly line of said parcel, north 1 degree 40 minutes east 59.2 feet, to the southwest corner of before-mentioned Parcel No. 1102, and along the southerly line of before-mentioned Parcel No. 1101, the following courses, distances and curves: North 43 degrees 5 minutes east 64.2 feet, on a curve of 641.8 feet radius to the left, 220 feet; north 25 degrees 23 minutes west 113.3 feet, north 25 degrees 2 minutes east 30 feet, south 64 degrees 57 minutes east 100.4 feet, on a curve of 641.8 feet radius to the left, 370.7 feet; north 22 degrees 34 minutes west 352.6 feet, on a curve of 791.8 feet radius to the right, 180.1 feet; north 88 degrees 20 minutes west 190.1 feet, crossing Sprain Brook, and north 1 degree 40 minutes east 513.7 feet, to the southwest corner of before-mentioned Parcel No. 1100, in the southerly line of before-mentioned road leading from Woodland to Hartsdale; thence along the westerly line of said parcel, north 1 degree 40 minutes east 59.2 feet, to the southwest corner of before-mentioned Parcel No. 1102, and along the southerly line of before-mentioned Parcel No. 1101, the following courses, distances and curves: North 43 degrees 5 minutes east 64.2 feet, on a curve of 641.8 feet radius to the left, 220 feet; north 25 degrees 23 minutes west 113.3 feet, north 25 degrees 2 minutes east 30 feet, south 64 degrees 57 minutes east 100.4 feet, on a curve of 641.8 feet radius to the left, 370.7 feet; north 22 degrees 34 minutes west 352.6 feet, on a curve of 791.8 feet radius to the right, 180.1 feet; north 88 degrees 20 minutes west 190.1 feet, crossing Sprain Brook, and north 1 degree 40 minutes east 513.7 feet, to the southwest corner of before-mentioned Parcel No. 1100, in the southerly line of before-mentioned road leading from Woodland to Hartsdale; thence along the westerly line of said parcel, north 1 degree 40 minutes east 59.2 feet, to the southwest corner of before-mentioned Parcel No. 1102, and along the southerly line of before-mentioned Parcel No. 1101, the following courses, distances and curves: North 43 degrees 5 minutes east 64.2 feet, on a curve of 641.8 feet radius to the left, 220 feet; north 25 degrees 23 minutes west 113.3 feet, north 25 degrees 2 minutes east 30 feet, south 64 degrees 57 minutes east 100.4 feet, on a curve of 641.8 feet radius to the left, 370.7 feet; north 22 degrees 34 minutes west 352.6 feet, on a curve of 791.8 feet radius to the right, 180.1 feet; north 88 degrees 20 minutes west 190.1 feet, crossing Sprain Brook, and north 1 degree 40 minutes east 513.7 feet, to the southwest corner of before-mentioned Parcel No. 1100, in the southerly line of before-mentioned road leading from Woodland to Hartsdale; thence along the westerly line of said parcel, north 1 degree 40 minutes east 59.2 feet, to the southwest corner of before-mentioned Parcel No. 1102, and along the southerly line of before-mentioned Parcel No. 1101, the following courses, distances and curves: North 43 degrees 5 minutes east 64.2 feet, on a curve of 641.8 feet radius to the left, 220 feet; north 25 degrees 23 minutes west 113.3 feet, north 25 degrees 2 minutes east 30 feet, south 64 degrees 57 minutes east 100.4 feet, on a curve of 641.8 feet radius to the left, 370.7 feet; north 22 degrees 34 minutes west 352.6 feet, on a curve of 791.8 feet radius to the right, 180.1 feet; north 88 degrees 20 minutes west 190.1 feet, crossing Sprain Brook, and north 1 degree 40 minutes east 513.7 feet, to the southwest corner of before-mentioned Parcel No. 1100, in the southerly line of before-mentioned road leading from Woodland to Hartsdale; thence along the westerly line of said parcel, north 1 degree 40 minutes east 59.2 feet, to the southwest corner of before-mentioned Parcel No