

# THE CITY RECORD.

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## THE CITY RECORD.

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GEORGE B. McCLELLAN, MAYOR.

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## PUBLIC NOTICE.

Department of Water Supply, Gas and Electricity, }  
Nos. 13 to 21 Park Row,  
New York, March 15, 1909. }

Owing to the work going on in the subway at present, certain changes have to be made in the 36-inch main on the west side of Broadway, at Ninety-sixth and One Hundred and First streets, and this main will be shut off at noon on Saturday, March 20, and remain shut off for eight hours, slightly reducing the pressure in the following section: From One Hundred and Thirteenth street to Seventy-second street, between Riverside drive and Central Park West; from Seventy-second street to Fifty-seventh street, between Central Park West and Eighth avenue and Eleventh avenue; from Fifty-seventh street to Fifty-first street, between Fifth and Eighth avenues; from Fifty-seventh to Thirty-ninth street, between Madison avenue and Broadway, and from Thirty-ninth street to Thirty-fourth street, between Lexington avenue and Fifth avenue.

M. F. LOUGHMAN, Deputy and Acting Commissioner.

## APPROVED PAPERS.

FOR THE WEEK ENDING MARCH 20, 1909.

No. 148.

Resolved, That the name of the small plaza situated at northwest corner of Fort Greene Park, in the Borough of Brooklyn, and the steps leading up to the Martyrs' Monument in said park, be hereafter known as Romaine terrace, and the President of the Borough of Brooklyn is hereby authorized and requested to make the necessary changes in the maps and records of The City of New York.

Adopted by the Board of Aldermen, March 2, 1909.

Approved by the Mayor, March 16, 1909.

No. 149.

AN ORDINANCE providing for an issue of Corporate Stock in the sum of sixteen thousand dollars (\$16,000) to provide means for the rebuilding of the crib work and fill in the bank along the easterly side of the Harlem River, in Macombs Dam Park, Borough of The Bronx.

Be it Ordained by the Board of Aldermen of The City of New York as follows: Section 1. The Board of Aldermen hereby approves of and concurs in the following resolution adopted by the Board of Estimate and Apportionment January 22, 1909, and authorizes the Comptroller to issue Corporate Stock of The City of New York to the amount and for the purposes therein specified:

Resolved, That, pursuant to the provisions of section 47 of the Greater New York Charter as amended, the Board of Estimate and Apportionment hereby approves of the issue of Corporate Stock of The City of New York to an amount not exceeding sixteen thousand dollars (\$16,000), to provide means for the rebuilding of the crib work and fill in the bank along the easterly side of the Harlem River, in Macombs Dam Park, Borough of The Bronx, and when authority therefor shall have been obtained from the Board of Aldermen, the Comptroller is hereby authorized to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding sixteen thousand dollars (\$16,000), the proceeds whereof to be applied to the purposes aforesaid.

Adopted by the Board of Aldermen, March 2, 1909.

Approved by the Mayor, March 16, 1909.

No. 150.

Resolved, That, for the purpose of enabling the Commissioner of the Department of Correction to carry out the provisions of chapter 471, Laws of 1879, and section 108 of chapter 429, Laws of 1896, relative to Donations to Discharged Prisoners, the said Commissioner of Correction may, by requisition, draw upon the Comptroller for a sum not exceeding one thousand dollars (\$1,000), and may in like manner renew the draft as often as he may deem necessary, to the extent of the appropriation set apart for Donations to Discharged Prisoners during the year 1909; but no such renewal shall be made until the money paid upon the preceding draft shall have been accounted for to the Comptroller, by the transmittal of a voucher certified by the said Commissioner of Correction, covering the expenditure of the money paid thereon.

Adopted by the Board of Aldermen, March 2, 1909.

Approved by the Mayor, March 16, 1909.

No. 151.

Resolved, That the Comptroller be and he is hereby authorized and requested to draw a warrant in favor of the Martin B. Brown Company for the sum of twenty-five dollars and seventy-five cents (\$25.75), the said sum to be payment in full for printing emergent odd jobs necessary to the office of the City Clerk and Clerk of the Board of Aldermen; said sum to be charged to and paid out of the appropriation entitled City Contingencies, 1909.

Adopted by the Board of Aldermen, March 2, 1909.

Approved by the Mayor, March 16, 1909.

No. 152.

AN ORDINANCE providing for an issue of Corporate Stock in the sum of \$10,000 to provide means for the running of precise levels and the establishment of bench marks in connection with the topographical work of all Boroughs under the jurisdiction of the Chief Engineer of the Board of Estimate and Apportionment.

Be it Ordained by the Board of Aldermen of The City of New York, as follows: Section 1. The Board of Aldermen hereby approves of and concurs in the following resolution adopted by the Board of Estimate and Apportionment February 19, 1909, and authorizes the Comptroller to issue Corporate Stock of The City of New York to the amount and for the purposes therein specified:

Resolved, That, pursuant to the provisions of section 47 of the Greater New York Charter as amended, the Board of Estimate and Apportionment hereby approves of the issue of Corporate Stock of The City of New York, to an amount not exceeding ten thousand dollars (\$10,000), to provide means for the running of precise levels and the establishment of bench marks in connection with the topographical work of all Boroughs under the direction of the Chief Engineer of the Board of Estimate and Apportionment, and that when authority therefor shall have been obtained from the Board of Aldermen, the Comptroller is authorized to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding ten thousand dollars (\$10,000), the proceeds whereof to be applied to the purposes aforesaid.

Adopted by the Board of Aldermen, March 2, 1909.

Approved by the Mayor, March 16, 1909.

No. 153.

Whereas, By an act of the Legislature, the sum of seven hundred dollars (\$700) has been appropriated and passed by the Board of Estimate and Apportionment and provided for in the Budget of 1909 and approved by your Honorable Body, for the Memorial and Executive Committee of the Army and Navy Union, United States of America, Garrisons of Greater New York City, for the expenses of Memorial Day observances May next, of parade, exercises, decorations, etc., of soldiers' and sailors' graves at the National and other cemeteries of Greater New York, amounting in numbers to over 3,000; and

Whereas, Many of the necessary expenses to be incurred for the proper observance of that day must be paid in advance by said Memorial and Executive Committee of this Board; now therefore be it

Resolved, That the Comptroller of The City of New York be and he hereby is authorized to pay over to the treasurer of the Memorial and Executive Committee of the Army and Navy Union, Garrisons of Greater New York, the amount appropriated for their use, to wit, the sum of seven hundred dollars (\$700), and that vouchers for the expenditures of the same be furnished by said Committee, duly audited by its Finance Committee, to the Comptroller's office not later than sixty (60) days after May 31, 1909, or as soon thereafter as he may direct.

Adopted by the Board of Aldermen, March 2, 1909.

Approved by the Mayor, March 16, 1909.

No. 154.

Whereas, This Board of Aldermen of The City of New York has learned of the bereavement of their colleague, Alderman James J. Smith, in the loss of his mother; be it

Resolved, That our sympathies be extended to our colleague and all the members of his family who share in his irreparable loss; and be it further

Resolved, That a copy of this preamble and resolution, properly engrossed and duly authenticated by the City Clerk, be forwarded to the Alderman whose sorrows we deplore.

Adopted by the Board of Aldermen, March 2, 1909.

Approved by the Mayor, March 16, 1909.

No. 155.

Resolved, That in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and it is hereby requested to authorize the Comptroller to issue Special Revenue Bonds to the amount of ten thousand dollars (\$10,000), the proceeds whereof to be used by the Trustees of Bellevue and Allied Hospitals for the purpose of equipping old ferryboats as day camps for tuberculosis patients.

Adopted by the Board of Aldermen, March 2, 1909.

Received from his Honor the Mayor, March 16, 1909, without his approval or disapproval thereof; therefore, as provided in section 40 of the Greater New York Charter, the same took effect as if he had approved it.

No. 156.

Resolved, That, in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and it is hereby requested to authorize the Comptroller to issue Special Revenue Bonds to the amount of three thousand four hundred and thirty-five dollars (\$3,435), the



proceeds whereof to be used by the Tenement House Commissioner for the purpose of meeting the rental expense for additional floor space in the Brooklyn office.

Adopted by the Board of Aldermen, March 2, 1909.

Received from his Honor the Mayor, March 16, 1909, without his approval or disapproval thereof; therefore, as provided in section 40 of the Greater New York Charter, the same took effect as if he had approved it.

#### No. 157.

Resolved, That, in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and it is hereby requested to authorize the Comptroller to issue Special Revenue Bonds to the amount of three thousand dollars (\$3,000), the proceeds whereof to be used by the Department of Education for the purpose of preparing certain important statistics.

Adopted by the Board of Aldermen, March 2, 1909.

Received from his Honor the Mayor, March 16, 1909, without his approval or disapproval thereof; therefore, as provided in section 40 of the Greater New York Charter, the same took effect as if he had approved it.

#### No. 158.

Resolved, That, in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and it is hereby requested to authorize the Comptroller to issue Special Revenue Bonds to the amount of seven hundred and twenty dollars (\$720), the proceeds whereof to be used by the Surrogates of New York County for the purpose of covering a deficiency and meeting an annual charge, provision for which was inadvertently omitted in the Budget.

Adopted by the Board of Aldermen, March 2, 1909.

Received from his Honor the Mayor, March 16, 1909, without his approval or disapproval thereof; therefore, as provided in section 40 of the Greater New York Charter, the same took effect as if he had approved it.

#### No. 159.

Resolved, That permission be and the same is hereby given to Louis Chevallier to parade a man with an advertising sign through the streets and thoroughfares of the Borough of Brooklyn, under the supervision of the Police Department. Such permission to continue only for the period of thirty days from the receipt hereof from his Honor the Mayor.

Adopted by the Board of Aldermen, March 2, 1909.

Received from his Honor the Mayor, March 16, 1909, without his approval or disapproval thereof; therefore, as provided in section 40 of the Greater New York Charter, the same took effect as if he had approved it.

#### No. 160.

Resolved, That permission be and the same is hereby given to E. Orrlberg to parade a man in costume through the streets and thoroughfares of the Borough of Manhattan, under the supervision of the Police Department; such permission to continue only for the period of thirty days from the receipt hereof from his Honor the Mayor.

Adopted by the Board of Aldermen, March 2, 1909.

Received from his Honor the Mayor, March 16, 1909, without his approval or disapproval thereof; therefore, as provided in section 40 of the Greater New York Charter, the same took effect as if he had approved it.

#### No. 161.

Resolved, That permission be and the same is hereby given to William H. Boyes to drive, stand and speak for a short time from an advertising automobile through the streets and thoroughfares of Greater New York, under the supervision of the Police Department; such permission to continue only for a period of thirty days from the receipt hereof from his Honor the Mayor.

Adopted by the Board of Aldermen, March 2, 1909.

Received from his Honor the Mayor, March 16, 1909, without his approval or disapproval thereof; therefore, as provided in section 40 of the Greater New York Charter, the same took effect as if he had approved it.

#### No. 162.

Resolved, That permission be and the same is hereby given to Michael J. Molloy to erect, place and keep a storm door in front of his premises, No. 4 Little West Twelfth street, in the Borough of Manhattan, provided the said storm door shall be erected so as to conform in all respects with the ordinance in such case made and provided, not be used for advertising purposes; the work to be done at his own expense, under the direction of the President of the Borough; such permission to continue only during the pleasure of the Board of Aldermen.

Adopted by the Board of Aldermen, March 2, 1909.

Received from his Honor the Mayor, March 16, 1909, without his approval or disapproval thereof; therefore, as provided in section 40 of the Greater New York Charter, the same took effect as if he had approved it.

#### No. 163.

Resolved, That permission be and the same is hereby given to H. M. Couture to drive an advertising wagon through the streets and thoroughfares of the Boroughs of Manhattan and The Bronx, under the supervision of the Police Department; such permission to continue only for the period of thirty days from the receipt hereof from his Honor the Mayor.

Adopted by the Board of Aldermen, March 2, 1909.

Received from his Honor the Mayor, March 16, 1909, without his approval or disapproval thereof; therefore, as provided in section 40 of the Greater New York Charter, the same took effect as if he had approved it.

#### No. 164.

Resolved, That permission be and the same is hereby given to storekeepers, hucksters and peddlers to stand on the sidewalk and in the carriageway near the curb on the streets and thoroughfares of The City of New York for the sale of their wares on account of the Jewish holidays, with the consent of the property owners and the written permission of the Alderman of the district, provided a free passageway be kept on the sidewalk for all pedestrians and on the carriageway for all vehicles; such permission to continue only from March 15 to April 13, 1909, inclusive, and the ordinance or ordinances conflicting with the foregoing provisions are hereby suspended for the period of time above mentioned.

Adopted by the Board of Aldermen, March 2, 1909.

Received from his Honor the Mayor, March 16, 1909, without his approval or disapproval thereof; therefore, as provided in section 40 of the Greater New York Charter, the same took effect as if he had approved it.

#### No. 165.

Resolved, That permission be and the same is hereby given to the Trinity Drug Company to parade six men with advertising signs through the streets and thoroughfares of the Borough of Manhattan, under the supervision of the Police Department; such permission to continue only for the period of thirty days from the receipt hereof from his Honor the Mayor.

Adopted by the Board of Aldermen, March 2, 1909.

Received from his Honor the Mayor, March 16, 1909, without his approval or disapproval thereof; therefore, as provided in section 40 of the Greater New York Charter, the same took effect as if he had approved it.

#### No. 166.

Resolved, That permission be and the same is hereby given to David Kalhofer to place and keep a movable skid or chute in front of his premises, No. 8 Cannon street, in the Borough of Manhattan, the said skid or chute to be used only for the purpose of transmitting merchandise to and from trucks at the above location; provided that said skid or chute shall be securely fastened and so arranged that when not in use it shall be turned in against the wall or be removed, and prove in no instance an impediment to traffic or pedestrians; the work to be done at his own expense, under the

direction of the President of the Borough, such permission to continue only during the pleasure of the Board of Aldermen.

Adopted by the Board of Aldermen, March 2, 1909.

Received from his Honor the Mayor, March 16, 1909, without his approval or disapproval thereof; therefore, as provided in section 40 of the Greater New York Charter, the same took effect as if he had approved it.

#### No. 167.

Resolved, That permission be and the same is hereby given to the "In Old Kentucky" company to parade through the streets and thoroughfares of the Borough of Brooklyn, under the supervision of the Police Department. Such permission to continue only for the period of one week, beginning March 22, 1909.

Adopted by the Board of Aldermen, March 9, 1909.

Approved by the Mayor, March 16, 1909.

#### No. 168.

Resolved, That the following named persons be and they are hereby appointed Commissioners of Deeds:

Jacob D. Goldberg, No. 419 West One Hundred and Fifteenth street, Manhattan.  
Leonard I. Roe, No. 300 West One Hundred and Thirteenth street, Manhattan.  
Augustine T. O'Donnell, Rosedale, Queens.  
Charles H. Rice, No. 247 East Twenty-first street, Manhattan.  
Peter J. McArdle, No. 139 East Forty-eighth street, Manhattan.  
John J. O'Brien, No. 837 Herkimer street, Brooklyn.  
Samuel A. Langfur, No. 1115 Hancock street, Brooklyn.  
G. T. Donnell, No. 136 West Forty-fourth street, Manhattan.  
Minnie A. Wellbrock, No. 760 Greene avenue, Brooklyn.  
John Baierlein, Richmond Hill, Queens.  
Julius Blumofe, No. 19 Anderson avenue, Port Richmond, Richmond.  
Gustave A. Silk, No. 2300 Westchester avenue, The Bronx.  
J. F. Donovan, No. 219 Schermerhorn street, Brooklyn.  
Frank V. Taylor, No. 1191 Boston road, The Bronx.  
Nathan Hirschbein, No. 130 East One Hundred and Fifth street, Manhattan.  
Jere P. Costello, No. 57 Orange street, Brooklyn.  
Richard F. Connell, Second avenue, near Shore road, Brooklyn.  
James W. Henderson, No. 111 Lewis avenue, Brooklyn.  
J. M. Laurent, No. 322 West Forty-second street, Manhattan.  
James Costigan, No. 2400 Seventh avenue, Manhattan.  
James J. Molloy, No. 328 Ninth avenue, Manhattan.  
Louis Lewin, No. 19 Boerum street, Brooklyn.  
Thos. A. Mullins, No. 273 Wyckoff street, Brooklyn.  
George Nuhn, No. 477 Grove street, Ridgewood Heights, Queens.  
Fred G. H. Strohsall, No. 740 Greene avenue, Brooklyn.  
David A. Howell, No. 646 Lafayette street, Brooklyn.  
Thomas J. Donnelly, No. 197 Baltic street, Brooklyn.  
Harrison Mac Lenathen, No. 101 Division street, Brooklyn.  
Samuel Klugman, No. 59 Warwick street, Brooklyn.  
W. S. Palmer, No. 533 Glenmore avenue, Brooklyn.  
John Reid, No. 250 St. James place, Brooklyn.  
Frederick E. Friedlander, No. 425 First street, Brooklyn.  
W. J. Bierach, No. 40 Woodland avenue, Woodhaven, Queens.  
Sidney L. Warsawer, No. 390 Fourth street, Brooklyn.  
Thos. E. Hamill, No. 450 East One Hundred and Forty-ninth street, Bronx.  
Thos. H. McCarrick, No. 362 West One Hundred and Sixteenth street, Manhattan.  
Chauncey E. Treadwell, No. 254 Amity street, Flushing, Queens.  
Archie B. Poposkey, No. 116 West Fourteenth street, Manhattan.  
Wm. L. Van Derzee, No. 182 West Tenth street, Manhattan.  
M. E. Condell, No. 209 President street, Brooklyn.  
Harry Mootnick, No. 71 Forsyth street, Manhattan.  
Herman B. Solomon, No. 27 Rutgers street, Manhattan.  
Dora Brodie, No. 2110 Fifth avenue, Manhattan.  
Anna H. Holbert, No. 104 West Ninety-sixth street, Manhattan.  
Arthur S. Blondell, No. 167 West One Hundred and Forty-fifth street, Manhattan.  
Charles W. Field, No. 1347 Pacific street, Brooklyn.  
Anton Adam, corner of East Third street and Vanderbilt street, Brooklyn.  
Geo. J. Merked, No. 1216 Decatur street, Brooklyn.  
George P. Fall, No. 5 West One Hundred and Twenty-fifth street, Manhattan.  
Morris Selig, No. 9 West One Hundred and Seventeenth street, Manhattan.  
William J. Coffey, No. 168 West One Hundred and Twenty-first street, Manhattan.  
H. Seymour Eisman, No. 304 West Ninety-ninth street, Manhattan.  
Albert Chas. Asche, No. 1834 East Thirteenth street, Brooklyn.  
Wilfred Earl Youker, No. 20 Broad street, Manhattan.  
Harry E. McGann, No. 821 Sterling place, Brooklyn.  
Joseph H. Kutner, No. 118 Avenue C, Manhattan.  
Samuel Hitzig, No. 140 Columbia street, Manhattan, care of Solzman.  
Joseph Sencer, No. 336 East Fourth street, Manhattan.  
Alfred Weil, No. 545 West One Hundred and Forty-ninth street, Manhattan.  
F. Wm. Eggert, No. 4729 Carpenter avenue, Bronx.  
William A. Keating, No. 684 East Two Hundred and Twenty-sixth street, Bronx.  
A. A. Nellis, No. 101 West Sixty-sixth street, Manhattan.  
Archer P. Cram, No. 26 Audubon avenue, Manhattan.  
W. A. Hanousek, No. 300 East Seventy-second street, Manhattan.  
Louis J. Warshauer, Surf avenue, corner West Thirteenth street, Brooklyn.  
J. Robertson, No. 2415 Eighty-fourth street, Brooklyn.  
James F. Barry, No. 728 Second avenue, Long Island City, Queens.  
Louis B. Allen, No. 253 East Fiftieth street, Manhattan.  
Morris Harrison, No. 243 Bedford avenue, Brooklyn.  
Verona S. Loomis, No. 824 Quincy street, Brooklyn.  
Denis W. Hyland, No. 1541 Pacific street, Brooklyn.  
Maurice Muschel, No. 223 West One Hundred and Fifth street, Manhattan.  
Walter C. Rogers, No. 50 West Ninety-fourth street, Manhattan.  
Frederick P. Schweizer, No. 517 Sixth street, Manhattan.  
Harry Weinstein, No. 2123 Clinton avenue, The Bronx.  
Abraham Bernstein, No. 226 Henry street, Manhattan.  
Thomas J. Farrell, Jr., No. 72 West One Hundred and Thirty-second street, Manhattan.  
Jacob Miller, No. 41 Graham avenue, Brooklyn.  
Morris Labelson, No. 374 Wallabout street, Brooklyn.  
Giuseppe Milano, No. 325 East One Hundred and Twelfth street, Manhattan.  
Abraham Cohen, No. 143 East One Hundred and Seventeenth street, Manhattan.  
Anthony Canero, No. 323 East One Hundred and Fifteenth street, Manhattan.  
Henry Weismann, No. 473 McDonough street, Brooklyn.  
Adopted by the Board of Aldermen, March 16, 1909.

#### No. 169.

Resolved, That, pursuant to the provisions of section 419 of the Greater New York Charter, the Board of Health be and it is hereby authorized to purchase in open market without public letting, at the lowest market price, twenty thousand (20,000) tons of white ash anthracite coal of various sizes, as required for the use of the Department of Health in its steamboats, hospitals for contagious diseases and office and other buildings in the different Boroughs of The City of New York.

Adopted by the Board of Aldermen, March 9, 1909.

Approved by the Mayor, March 19, 1909.

#### No. 170.

Resolved, That, pursuant to the provisions of section 419 of the Greater New York Charter, the Board of Health be and it is hereby authorized to purchase in open market, without public letting, milk, butter, cheese and eggs, as may be required, to supply the various hospitals and institutions of the Department during the year 1909, in quantities not to exceed 1,000,000 quarts of milk, 50,000 pounds of butter, 1,200 pounds of cheese and 70,000 dozen eggs.

Adopted by the Board of Aldermen, March 9, 1909.

Approved by the Mayor, March 19, 1909.



## No. 171.

Resolved, That the Board of Aldermen hereby approves of and concurs in the following amended resolution adopted by the Board of Estimate and Apportionment February 5, 1909:

"Resolved, That the resolution adopted by the Board of Estimate and Apportionment April 10, 1908, which reads as follows:

"Resolved, That the resolution adopted by the Board of Estimate and Apportionment on April 3, 1908, which authorized the issue of one million dollars (\$1,000,000), Corporate Stock, for the permanent betterment of the public school buildings of The City of New York, by providing fire protection, be and the same is hereby amended to read as follows:

"Resolved, That, pursuant to the provisions of section 47 of the Greater New York Charter, as amended, the Board of Estimate and Apportionment hereby approves of the issue of Corporate Stock of The City of New York to an amount not exceeding one million dollars (\$1,000,000), for the permanent betterment of the public school buildings of The City of New York, by providing fire protection, and apportioned as follows:

Borough of Manhattan.....	\$317,300 00
Borough of The Bronx.....	12,920 00
Borough of Brooklyn.....	543,020 00
Borough of Queens.....	79,390 00
Borough of Richmond.....	47,370 00
	<u>\$1,000,000 00</u>

—"and when authority therefor shall have been obtained from the Board of Aldermen, the Comptroller is authorized to issue Corporate Stock of The City of New York in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding one million dollars (\$1,000,000), the proceeds whereof to be applied to the purposes aforesaid.

—"be and the same is hereby amended by striking therefrom the figures \$317,300 following the item 'Borough of Manhattan,' and inserting in place thereof the figures \$332,300; by striking therefrom the figures \$543,020 following the item 'Borough of Brooklyn,' and inserting in place thereof the figures \$526,820; and by striking therefrom the figures \$79,390 following the item 'Borough of Queens,' and inserting in place thereof the figures \$80,590."

Adopted by the Board of Aldermen, March 9, 1909.

Approved by the Mayor, March 19, 1909.

## No. 172.

Resolved, That, in pursuance of the provisions of subdivision 8 of section 188 of the Greater New York Charter, the Board of Estimate and Apportionment be and it is hereby requested to authorize the Comptroller to issue Special Revenue Bonds to the amount of fifteen hundred dollars (\$1,500), the proceeds whereof to be used by Supreme Court Justice Lester W. Clark for the purpose of paying the salary of a Court Attendant, provision for which office was omitted from the Budget.

Adopted by the Board of Aldermen, March 9, 1909.

Approved by the Mayor, March 19, 1909.

## No. 173.

Whereas, The Board of Estimate and Apportionment at a meeting held February 19, 1909, adopted the following resolution:

Resolved, That the Board of Estimate and Apportionment, in accordance with the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment of the position of Notarial Clerk in the office of the County Clerk of New York County with salary at the rate of fifteen hundred dollars (\$1,500) per annum for two incumbents.

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salary of said position as set forth therein.

Adopted by the Board of Aldermen, March 9, 1909.

Approved by the Mayor, March 19, 1909.

## No. 174.

Resolved, That the Commissioner of Water Supply, Gas and Electricity be and is hereby empowered to issue open orders for the repair of engines, pumps, boilers, wells and appurtenances to an amount not to exceed sixty-four thousand nine hundred dollars (\$64,900), as follows:

For the Boroughs of Manhattan and The Bronx.....	\$16,000 00
For the Borough of Brooklyn.....	25,000 00
For the Borough of Queens.....	3,900 00
For the Borough of Richmond.....	20,000 00
	<u>\$64,900 00</u>

Adopted by the Board of Aldermen, March 9, 1909.

Approved by the Mayor, March 19, 1909.

## No. 175.

Whereas, The Board of Estimate and Apportionment, at a meeting held March 5, 1909, adopted the following resolution:

Resolved, That the Board of Estimate and Apportionment, in accordance with the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment of the grade of the position of Chief of the Fire Department, in addition to those already existing therein, with salary at the rate of ten thousand dollars (\$10,000) per annum, for the present incumbent, Edward F. Croker, only.

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salary of said position as set forth therein.

Adopted by the Board of Aldermen, March 16, 1909.

Approved by the Mayor, March 19, 1909.

## No. 176.

Whereas, The Board of Estimate and Apportionment, at a meeting held March 5, 1909, adopted the following resolution:

Resolved, That the Board of Estimate and Apportionment, in accordance with the provisions of section 56 of the Greater New York Charter, hereby recommends to the Board of Aldermen the establishment of the grade of position of Sanitary Superintendent in the Department of Health, in addition to those already existing therein, with salary at the rate of seven thousand dollars (\$7,000) per annum, for the present incumbent, Dr. Walter Bensel, only.

Resolved, That the Board of Aldermen hereby approves of and concurs in the above resolution and fixes the salary of said position at set forth therein.

Adopted by the Board of Aldermen, March 16, 1909.

Approved by the Mayor, March 19, 1909.

## No. 177.

Whereas, The cold blooded murder of Lieutenant Joseph Petrosino, in Palermo, Sicily, while engaged in secret service for the Police Department of The City of New York, of which he was for many years a member, has deeply stirred the sentiment of the community; and

Whereas, During the many years of duty in behalf of the people of our city in bringing to justice many malefactors of his own race, the great mass of which are peaceable, hard working persons, he displayed indomitable courage and proved himself an exemplar of the standard of excellence and efficiency for which the Police Force of The City of New York is justly noted; therefore

Resolved, That the Board of Aldermen deplores the untimely death of Lieutenant Joseph Petrosino and joins in the generally expressed wish that his cowardly assassins may be speedily brought to justice.

Resolved, further, That sincere sympathy be and hereby is extended to the wife and family of the late Lieutenant Joseph Petrosino, and that a copy hereof suitably engrossed and duly authenticated by the City Clerk, be transmitted to Mrs. Joseph Petrosino.

Adopted by the Board of Aldermen, March 16, 1909.

Approved by the Mayor, March 19, 1909.

P. J. SCULLY, City Clerk.

## BOROUGH OF QUEENS.

## COMMISSIONER OF PUBLIC WORKS.

In accordance with the provisions of section 1546 of chapter 466 of the Laws of 1901, I transmit herewith the following report of the transactions of the office of the Commissioner of Public Works, Borough of Queens, for the week ending February 13, 1909:

## Public Moneys Received During the Week.

For restoring pavement over street openings.....	\$125 50
For sewer connections.....	110 00
Total.....	<u>\$235 50</u>

## Requisitions Drawn on Comptroller.

Bureau of Highways.....	\$9,143 16
Bureau of Sewers.....	1,879 10
Bureau of Street Cleaning.....	5,601 84
Bureau of Public Buildings and Offices.....	713 00
Bureau of Topographical Surveys.....	5,311 32
Total.....	<u>\$22,648 42</u>

## Permits Issued.

To open streets to tap water pipes....	16	Special permits .....	9
To open streets to repair water connections .....	12	To cross sidewalks.....	24
To open streets to make sewer connections .....	13	To repair sidewalks.....	8
To open streets to repair sewer connections .....	1	For sewer connections.....	11
To place building material on streets. 13		For sewer repairs.....	3
		For other purposes.....	1
		Total.....	<u>111</u>

## Bureau of Highways.

Paved Streets.		Gutters.	
Square yards of granite pavement repaired .....	46	Linear feet of gutters ploughed.....	1,200
Square yards of brick pavement repaired .....	28	Linear feet of gutters cleaned.....	66,600
Loads of sand used in repairs.....	19	Linear feet of gutters formed.....	7,239
Loads of stone hauled.....	15	Loads of dirt hauled away.....	753
Macadamized Streets.		Viaducts and Bridges.	
Square yards of macadam pavement repaired .....	269	Linear feet of bridge or street guard rail repaired .....	90
Square yards of macadam pavement cleaned .....	7,380	Culverts.	
Square yards of macadam pavement resanded .....	25,560	Linear feet of planks used building bridge over culverts.....	198
Square yards of macadam road picked-up .....	75	Linear feet of pipe cleaned.....	12
Square yards of broken stone spread on picked-up bottom.....	132	Trees and Weeds.	
Square yards of dirt wings cleaned..	1,881	Dead and dangerous trees cut down and removed .....	6
Square yards of dirt wings honed..	400	Square yards of weeds cut down and removed .....	11,038
Square yards of dirt wings repaired	863	Trees trimmed .....	56
Loads of screenings used.....	43	Loads of dead limbs hauled away..	76
Loads of broken stone used.....	27	Miscellaneous.	
Loads of sand used.....	156	Loads of ashes hauled and spread..	38
Unpaved Streets.		Loads of sand thrown out from sand pit .....	30
Square yards of roadway graded....	2,653	Linear feet of trench dug.....	128
Square yards of roadway crowned and repaired .....	4,319	Linear feet of trench filled in.....	534
Square yards of sidewalks repaired..	440	Feet of sheeting removed from 12-foot trench .....	700
Square yards of sidewalks graded..	702	Feet of planks used building snow ploughs .....	122
Square yards of sidewalks filled in..	180	Loads of dirt used filling in wash-outs .....	496
Square yards of sidewalks formed..	188	Loads of dirt used.....	7
Loads of dirt hauled away.....	363	Linear feet of catch basins cleaned.	40
Loads of dirt put on.....	1,364	Loads of rubbish hauled.....	40
Loads of ashes put on.....	212	Linear feet of trench cleaned.....	1,850
Loads of gravel put on.....	261	Square yards of intersection graded	15
Loads of stone and ashes put on....	497	Feet of embankment graded.....	175
Flagging, Curbing, etc.		Loads of dirt and rock removed...	3
Linear feet of crosswalks relaid....	78		

## Bureau of Sewers.

Linear feet of sewer cleaned.....	4,358	Material used—	
Number of basins cleaned.....	75	Cement, barrels .....	1½
Linear feet of sewer examined.....	5,320	Pipe, inches .....	12
Linear feet of sewer flushed.....	4,900	Brick .....	50
Number of basins examined.....	31	Plank, feet .....	60
Number of basins repaired.....	3	Loads removed from sewers, basins and drains .....	161
Number of basins relieved.....	20	Loads of sand used.....	½
Number of basins flushed.....	22	Street Sweepings, Garbage, etc., Collected and Disposed of.	
Linear feet of sewer repaired.....	12	Ashes, loads .....	2,150
Number of manholes flushed.....	17	Sweepings, loads .....	795¼
Number of manholes cleaned.....	40	Rubbish, loads .....	239¼
Open drains cleaned, feet.....	1,950	Garbage, loads .....	250¼
Culvert and stone drains cleaned and repaired, feet .....	120	Miles of street swept.....	75
Box and pipe drains cleaned and repaired, feet .....	240		

## Bureau of Topographical Surveys.

Damage Maps—Pearsall street, Broad street, West street, Eighteenth street, Sunswick street, Vandewater avenue, Third street, Radde street, Boulevard, Clinton avenue, Fresh Pond road, Grout avenue, Caspian street, Zeidler street, Martin street, Andrews street, Twelfth avenue, Hebbard avenue.

Profiles—Radde street, Pearsall street, Seventeenth avenue, Putnam avenue.

Rule Maps—Caspian street, Zeidler street, Martin street, Andrews street, Hebbard avenue.

Draft Benefit Maps—Van Dam street, Queens boulevard, bridge approach.

Final Benefit Maps—Fourth (Rapelje) avenue.

Final Damage Maps—Fourth (Rapelje) avenue, also tracings for field books, tracings and checking of tax maps.

Calculation and plotting of field work, copying old maps and records at County Clerk's and Comptroller's offices.

Plane Table Survey—Whitestone and College Point.

Monumenting—Long Island City, Hopedale, Corona and Flushing.

Traverse and Location Work—Flushing, Hollis and Long Island City.

Triangulation.

## Bureau of Public Buildings and Offices.

Painting, plastering, carpenter work, plumbing, repairs to tin roofs, leaders, etc., and cleaning.



## Statement of Laboring Force Employed Week Ending February 13, 1909.

Bureau of Highways—	
Foremen, Assistant Foremen, Mechanics and Laborers.....	584
Teams.....	2
Horses and carts.....	90
Bureau of Sewers—	
Foremen, Assistant Foremen, Drivers, Sounders, Mechanics and Laborers....	165
Horses and carts.....	21
Bureau of Street Cleaning—	
District Superintendent, Foremen, Assistant Foremen, Mechanics, Helpers, Drivers, Laborers and Clerks.....	135
Teams and trucks.....	27
Horses and carts.....	65
Bureau of Public Buildings and Offices—	
Clerks, Foremen, Engineer, Firemen, Stokers, Carpenters, Plumbers, Pipe-fitters, Tinsmith, Helpers, Painters, Laborers, Cleaners, Janitors, Mason, Helpers and Attendant.....	72
Bureau of Topographical Surveys—	
Engineer in charge, Assistant Engineer, Laborers, Sounders, Rodmen, Drivers, Foremen, Assistant Foremen, Draughtsmen, Transitmen, Computers, Rig-gers, Axemen and Flaggers.....	231
Horses and wagons.....	4

ALFRED DENTON, Commissioner of Public Works.

Approved:

Lawrence Gresser, President, Borough of Queens.

## BOROUGH OF RICHMOND.

## COMMISSIONER OF PUBLIC WORKS.

In accordance with the provisions of section 1546, chapter 466, Laws of 1901, I herewith transmit for publication in the CITY RECORD the following report of the transactions of this office for the week ending December 26, 1908:

## Public Moneys Received During Week.

Bureau of Highways—	
For restoring and repaving pavement (water connections, openings)...	\$28 58
For restoring and repaving pavement (sewer connections, openings)...	41 67
For restoring and repaving pavement (general account).....	35 70
Bureau of Sewers—	
For sewer permits.....	18 00
Miscellaneous—	
For deposit to Special Fund, etc., received on bids.....	150 00
Total.....	\$273 95

## Permits Issued.

Bureau of Highways—		Permit to place building materials on street.....	1
Permits to open street to tap water pipes.....	1	Permits, special.....	16
Permits to open streets to repair water pipes.....	5	Bureau of Sewers—	
Permits to open streets to make sewer connections.....	6	Permits for new sewer connections.....	6
		Total.....	35

## Requisitions Drawn on Comptroller.

General Administration.....	\$20 64	Bureau of Public Buildings and Offices.....	476 59
Bureau of Highways.....	32,611 20		
Bureau of Sewers.....	18,931 46	Total.....	\$55,815 29
Bureau of Street Cleaning.....	3,114 50		
Bureau of Engineering.....	702 18		

## Work Done.

Bureau of Sewers—		Number of flush tanks cleaned...	10
Linear feet of sewer cleaned.....	2,000	Number of flush tanks repaired..	1
Number of basins cleaned.....	783		
Number of basins examined.....	43	Bureau of Street Cleaning—	
Number of basins repaired.....	4	Number of loads of ashes and	
Number of manholes examined..	142	rubbish .....	200½
Number of manholes cleaned.....	253	Number of loads of street sweep-	
Number of manholes repaired...	1	ings .....	196
Linear feet of culverts and drains		Number of loads of mixed refuse	497
cleaned .....	350	Number of loads of snow collected	465
Number of flush tanks examined	51		

## Statement of Laboring Force Employed.

Eight hours constitute one working day.

	Bureau of Highways.		Bureau of Sewers.		Bureau of Street Cleaning.		Bureau of Public Buildings and Offices.		Engineer Corps.		Total.	
	No.	Days.	No.	Days.	No.	Days.	No.	Days.	No.	Days.	No.	Days.
Foreman.....	35	245	4	28	12	84	4	28	15	105	70	490
Assistant Foremen....	1	5	3	15 1/4	1	5	1	6	1	7	7	38 1/4
Laborers.....	62	273 3/4	4	20 1/4	43	267 1/2	21	139	29	200	159	900
Laborers (Crematory).....					1	7					1	7
Carts.....	12	31	2	6 1/4					2	6	16	43 1/4
Carts (Garbage, etc.).....					8	48					8	48
Teams.....	13	50 1/2	1	1	2	3			1	1	17	55 1/2
Drivers.....	1	7	5	35	47	320 1/4	1	7	12	84	66	453 1/4
Sweepers.....					76	499 1/2					76	499 1/2
Hostlers.....					14	98					14	98
Steam Roller Engine-man.....	1	5									1	5
Auto Enginem.....	2	14			1	7					3	21
Sewer Cleaners.....			29	144 1/4							29	144 1/4
Janitors.....							3	21			3	21
Janitress.....							1	7			1	7
Female Cleaners.....							6	42			6	42
Stationary Enginem.....					1	7	2	14			3	21
Stokers.....					1	7	4	25			5	32
Elevatorman.....							1	6			1	6
Varnisher.....							1	6			1	6
Total.....	127	631 1/4	48	250 1/4	207	1352 1/4	45	301	60	403	487	2938 1/4

## Appointments, Removals, etc.

W. J. Ash, No. 130 West One Hundred and Twenty-eighth street, New York, Transitman, \$1,350; promotion; December 21; effective January 1, 1909.

F. DeStasio, Rosebank, Sweeper, \$720; leave of absence; December 23; effective December 17, 1908, March 1, 1909.

F. Mangin, Rosebank, Driver, \$720; changed title and rate; December 23; effective December 27.

E. F. Rose, New Brighton, Laborer (Highways), \$2 per day; laid off, lack of work; December 24.

W. B. Grubbe, New Brighton, Assistant Engineer, \$2,250; increase; December 26; effective January 1, 1909.

Wm. MacDonald, Port Richmond, Assistant Engineer, \$2,250; increase; December 26; effective January 1, 1909.

D. N. Hickok, West New Brighton, Assistant Engineer, \$2,250; increase; December 26; effective January 1, 1909.

H. Mourvimal, Westerleigh, Assistant Engineer, \$2,250; increase; December 26; effective January 1, 1909.

D. W. Lellis, Jr., No. 503 West One Hundred and Sixty-fourth street, New York City, Topographical Draughtsman, \$1,350; increase; December 26; effective January 1, 1909.

GEORGE CROMWELL, President.

Louis L. Tribus, Commissioner of Public Works.

## BOROUGH OF BROOKLYN.

## REPORT OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN FOR THE WEEK ENDING MARCH 6, 1909.

## BUREAU OF PUBLIC BUILDINGS AND OFFICES.

During the week ending March 6, 1909, there were issued by the Bureau of Public Buildings and Offices, twenty-three (23) orders for supplies and fifty-four (54) orders for repairs, making a total of seventy-seven (77) orders.

Bills aggregating \$4,520.71 were signed by the Commissioner of Public Works and transmitted to the Department of Finance for audit and payment.

## BUREAU OF INCUMBRANCES AND PERMITS.

## Complaint Department.

Bureau of Complaints, 2; mail, 8; office, 6; Inspectors, 47; Police Department, 7. Total, 70.

## Classification and Disposal.

Boulders removed, 7; trees and limbs removed, 24. Total, 31.

## Inspectors' Department.

Complaints made, 47; complaints settled, 92; slips settled, 142.

## Permit Department.

Permits Issued—Builders' permits issued, 35; cross walks, 29; repairs to vaults, 4; gas companies, 122; electric companies, 73; railroad companies, 18; special permits issued, 90. Total, 371.

Permits Passed—Tap water pipes, 65; repair water connections, 32; sewer connections, 75; sewer connection repairs, 9. Total, 181.

## Cashier's Department.

## Moneys Received—

Repaving over water connections.....	\$810 05
Repaving over sewer connections.....	442 90
Repaving over electric light connections.....	340 25
Extra paving.....	23 66
Vaults.....	111 78
Special paving.....	96 30
Total.....	\$1,824 94

## BUREAU OF SEWERS.

Moneys received for sewer permits, \$797.32.

Number of permits issued, 87; for new sewer connections, 73; for old sewer connections (repairs), 14.

Requisitions Drawn on Comptroller—Appropriations, \$6,934.36; funds, \$1,209.99. Number of feet sewer repaired, 14; number of basins repaired, 4; linear feet of pipe sewers cleaned, 24,600; linear feet of sewers examined, 47,800; number of basins cleaned, 307; number of basins examined, 524; manhole covers put on, 8; number of basin pans set and reset, 5; number gallons sewage pumped, Twenty-sixth Ward, 71,097,200; number gallons sewage pumped, Thirty-first Ward, 26,385,242; cubic feet sludge pumped, Twenty-sixth Ward, 24,136; cubic feet sludge pumped, Thirty-first Ward, 7,464; complaints examined, 9.

## Laboring Force Employed During the Week.

Repairing and Cleaning Sewers—Inspector of Construction, 1; Inspectors of Sewer Connections, 9; Foremen, 7; Inspectors of Sewers and Basins, 9; Mechanics, 4; Laborers, 78; horses and carts, 36.

Street Improvement Fund—Inspectors of Construction, 26; Mechanics, 2; Laborers, 22.

Twenty-sixth Ward Disposal Works—Laborers, 17.

Thirty-first Ward Disposal Works—Foremen, 2; Mechanic, 1; Laborer, 16.

Cleaning Large Brick and Concrete Sewers—Foremen, 4; Laborers, 25; horses and carts, 10.

## BUREAU OF HIGHWAYS.

## Division of Street Repairs.

Force Employed on Repairs to Street Pavements—Mechanics, 21; Laborers, 47; horses and wagons, 14; horses and carts, 9; Foremen, 16; teams, 4.

Work Done by Connection Gangs—Water and sewer connections repaired, 41; electric light connections repaired, 50; dangerous holes repaired and made safe, 286; complaints received, 184; defects remedied, 45.

## Work Done by Repair Gangs.

	Con- nections.	Repairs.	Total
Square yards T. and G. granite.....	285	103	388
Square yards sand granite.....	380	319	699
Square yards belgian block.....	42	115	157
Square yards cobblestone.....	564	126	690
Square yards iron slag.....		1	1
Total.....	1,271	664	1,935

Square yards six-inch concrete laid, 90.

Miscellaneous Work—192 cubic yards stone crushed at crusher; cleaning Wallabout Yard; cleaning miscellaneous paved streets; care of yards; repairing sprinklers; miscellaneous trucking; removing snow and ice. Loads hauled: To work, 557; to dump, 960.

Total number of square yards of pavement repaired, 1,935; square feet of bridging relaid, 160; square feet of flagging relaid, 2,153.

## Asphalt Plant.

Force at Plant—1 Superintendent, 1 Foreman, 3 Engineers, 1 Auto Engineer, 3 Stokers, 8 Asphalt Workers, 2 Laborers.

No plant product. Force were making repairs, etc.

Maintenance Force—4 Foremen, 3 Engineers, 5 Asphalt Workers, 1 Laborer, 1 truck.

No material laid. Force were making repairs to steam rollers; inspections; repairing trenches for concrete on Greene avenue.

Force Restoring Openings—1 Foreman, 3 Asphalt Workers, 1 truck.

60.01 square yards 6-inch concrete laid.



Force Employed on Macadam and Unimproved Roadways—6 Mechanics, 31 Laborers, 4 horses and wagons, 10 teams, 7 Foremen.

Miscellaneous paved gutters, 232 square yards; dirt roadway repaired and cleaned, 13,600 square yards; gutters cleaned, 401 square yards; ash and dirt sidewalks repaired, 1,486 square yards.

Operations of the Bureau of Buildings, Borough of Brooklyn, for the Week Ending March 6, 1909.

Plans filed for new buildings, brick (estimated cost, \$774,650).....	138
Plans filed for new buildings, frame (estimated cost, \$121,800).....	39
Plans filed for alterations (estimated cost, \$23,083).....	50
Building slip permits issued (estimated cost, \$2,742).....	39
Bay window permits issued (estimated cost, \$6,164).....	62
Unsafe case filed.....	1
Violation cases filed.....	112
Violation notices issued.....	112
Unsafe cases referred to Counsel.....	2
Violation cases referred to Counsel.....	83

Operations of the Bureau of Buildings, Borough of Brooklyn, for the Corresponding Week Ending March 7, 1908.

Plans filed for new buildings, brick (estimated cost, \$236,675).....	29
Plans filed for new buildings, frame (estimated cost, \$83,175).....	28
Plans filed for alterations (estimated cost, \$47,587).....	68

BIRD S. COLER, President, Borough of Brooklyn.

## DEPARTMENT OF DOCKS AND FERRIES.

New York, February 1, 1909.

The following communications were received, action being taken thereon as noted, to wit:

From the Board of Estimate and Apportionment (80079)—Transmitting copy of communication from Doty & Scrimgeour, urging relief in the matter of the operation of the Brooklyn Ferry Company's ferries on the East River. Filed.

From the Corporation Counsel—

1 (80023, 80050). Advising that the Department recognize Henry Steers, Inc., who purchased the assets of Brown & Fleming Contracting Company, bankrupt, as lessee of the dumping boards foot of Canal street, foot of West Fifty-fifth street, North River, and foot of East Fortieth street, East River. Filed; Henry Steers, Inc., recognized as lessee of the three properties.

2 (79965, 79978). Transmitting copy of Senate Bill No. 126, Int. 126, providing for the promotion and improvement of the terminal facilities of the harbors of New York, Buffalo, Oswego and Whitehall; also copy of Assembly Bill No. 214, Int. 214, regulating the fares for foot passengers on the ferry operated between Ninety-second street, Manhattan, and Astoria, Long Island City. Filed.

3. From the Corporation Counsel (79704)—Transmitting certified copies of orders of the Supreme Court taxing bills of costs for expenses incurred in proceedings for the acquisition of Pier (old) 13, Pier (old) 36, Pier (old) 53, East River, and for property between Fifteenth and Eighteenth streets, North River. Filed; vouchers in the sum of \$4,145.78 having been prepared and forwarded to the Finance Department for payment.

From the Comptroller (79875)—Transmitting report of Commissioners of Estimate in the matter of acquiring title to Piers (old) 16 and 17, East River, with order of Supreme Court confirming same. Filed; vouchers in the sum of \$74,983.17 having been prepared and forwarded to the Finance Department for payment.

From the New York, New Haven and Hartford Railroad Company (80105)—Requesting to be advised as to the distance between Piers (new) 40 and 41, East River. Information furnished.

From the Hudson-Fulton Celebration Commission (78744)—Requesting that landing stages be provided for the accommodation of the guests of honor from the navies of the United States and foreign nations, on the North River, during the month of September 1909. Answered that this Department will afford accommodations foot of West Forty-fourth, Seventy-ninth, One Hundred and Twenty-ninth and One Hundred and Fifty-eighth streets, North River.

From the Chief Engineer—

1 (79961). Recommending that the Cruikshank Company, agents for the owners, and the New England Navigation Company, lessee, be directed to discontinue the use of Pier (old) 10, North River, until such time as the proper repairs are made. Companies notified, as recommended.

2 (80108). Recommending that the Snare & Triest Company, contractors, be directed to install, as an extra, a Quimby pump, with motor, for house tank, properly connected with cold water supply from the boiler room, in accordance with the architects' specifications. Contract No. 1053, for Manhattan Terminal Building of the Thirty-ninth Street Ferry, altered as recommended, the contractors to be allowed the sum of \$2,332 over and above the contract price.

The Department of Health (80104) was requested to make a physical examination of James J. Quill, Marine Sounder.

The Chief Engineer (80112) was directed to construct a pier and bulkhead by the force of the Department at the foot of Jamaica avenue, Borough of Queens.

The Corporation Counsel (79912) was requested to prepare a renewal form of lease to Thomas Wilson, Sons & Co., Ltd., and the International Mercantile Marine Company, assignee of the interest of Frederick Leyland & Co. (1900), Ltd., of Bethune street pier 50, North River, together with bulkhead extending from a point 125 feet south of the southerly side of said pier to a point 125 feet north of the northerly side of said pier.

DENIS A. JUDGE, Deputy and Acting Commissioner.

New York, February 2, 1909.

The following communications were received, action being taken thereon as noted, to wit:

From the Mayor (80110)—Transmitting communication from B. W. Ingle alleging misconduct on the part of Ticket Choppers of the Thirty-ninth street, Brooklyn ferry. Filed.

From the Board of Estimate and Apportionment (80113)—Transmitting resolution adopted January 29, 1909, requiring the heads of City Departments, before awarding any contract, to obtain from the Comptroller in writing a statement that the funds for the payment of such contract are available, and that the Comptroller will, after the contract is let, attach his certificate to it. Filed.

From the Corporation Counsel—

1 (79951). Requesting certain information relative to the gas supplied to this Department during the year 1903 by the Consolidated Gas Company of New York. Information furnished.

2 (80121). Returning, approved as to form, agreement to be entered into with E. N. Dickerson and Robert F. Norton for filling in meadow land south of the Long Island Railroad to the east of Norton Creek, at Wave Crest, Far Rockaway, Borough of Queens. Filed.

From the Comptroller (80054)—Requesting information in relation to the survey held by this Department on the scow "Scorpion," damaged by the tug "Richmond," on April 14, 1908, at the foot of Forty-ninth street, East River. Information furnished.

From the Department of Street Cleaning—

1 (79990). Requesting dredging at the dumping boards foot of Canal street, North River. Answered that work will be done as soon as a contract becomes available.

2 (80044). Answered that instructions have been issued for compliance with this Department's orders relative to the prevention of the building of bonfires at its dumps. Filed.

From the Independent Wholesale Fish Dealers' Association (79969)—Requesting permission to maintain boiler under stairway on Pier 18, East River, to occupy the

space between the southerly end of its structure and the northerly side of the boiler house maintained by the Wholesale Fish Dealers' Exchange. Permit granted, the work to be done in accordance with plans to be first submitted and approved, all the rules and regulations of the Fire Department to be complied with and the consent of the New York Wholesale Fish Dealers' Association to be obtained.

From the Estate of I. T. Williams & Sons (79888)—Requesting permission to make repairs to the timber basin foot of Grant street, Tompkinsville, Borough of Richmond. Permit granted, work to be done under the supervision of the Chief Engineer and to be kept within existing lines.

From William A. Engeman (80114)—Advising that he has discontinued the use of the berth along the bulkhead at the South street extension, at St. George, Borough of Richmond. Permit revoked, to take effect as of December 31, 1908.

From the International Mercantile Marine Company (80091)—Confirming arrangement for the omission of three of the passenger elevators in the new Chelsea Section Piers, North River. Filed.

From the Boston Excelsior Company (79877)—Requesting certain information relative to the dock foot of Broadway, Astoria, Borough of Queens. Information furnished.

From the Receiver of the Fulton Street Railway Company (79868)—Stating that, as he is without funds, he cannot remove the tracks foot of Cortlandt street, North River. Filed.

From the Metropolitan Street Railway Company (79866)—Advising that the tracks foot of Barclay street, North River, are under the jurisdiction of the Fulton Street Railway Company. Filed.

From the New York Edison Company (79852)—Complaining of the condition of the four arc lamps in the electrolier on the Battery sea wall in front of Pier "A," North River. Answered that steps are now being taken to make repairs.

From Franklin Clarkin (79804)—Requesting information relative to the expenses of the Department. Information furnished.

From the Taxpayers' Alliance of the North Shore of Richmond Borough (79761)—Requesting information relative to the cost of operating the Staten Island ferry. Information furnished.

From the Estate of George Law (79850)—Advising that as their permit for space on the pier foot of Eleventh street, East River, covers only the southerly half of the pier, they should not be required to repair the entire surface of the pier. In accordance with the recommendation of the Auditor, the permit to the Law Estate was amended to cover the entire surface of the East Eleventh street pier.

From the North Side Board of Trade (79732)—Asking that the dumping boards foot of Lincoln avenue, Harlem River, Borough of The Bronx, and at the foot of One Hundred and Fortieth street, Harlem River, Borough of Manhattan, be covered. Answered that the request should properly be made to the Department of Street Cleaning.

From the Hunt Launching Device Company (79604)—Requesting permission to install its device on one of the Thirty-ninth street ferries. Answered that the Department cannot consider the matter as the device has not had approval of the United States Steamboat Inspection service.

From the Chief Engineer—

1 (80119). Submitting report of work done under his charge and supervision for the week ending January 16, 1909. Filed.

2 (80117). Reporting that Contract No. 1120, for ice, was completed December 5, 1908, by the American Ice Company. Comptroller notified.

3 (80103). Recommending the issuance of an order for dredging in the slip between Piers 5 and 6, East River. Order issued to Chief Engineer.

4 (80115). Recommending that the Department of Water Supply, Gas and Electricity be requested to grant permission to this Department to attach a hose to hydrants nearest to the following locations on the East River so that the Department may obtain the necessary supply of water thereat: Clinton street, Twentieth street, Twenty-fourth Street Yard, between Twenty-eighth and Twenty-ninth streets, between Sixty-fifth and Sixty-seventh streets, between Seventy-third and Seventy-fourth streets, and between Seventy-eighth and Seventy-ninth streets. Permits requested.

5 (80116). Reporting that Farrell & Hopper are erecting, without permit, a shed on the northerly side of One Hundred and Fiftieth street, Harlem River, Borough of Manhattan. Farrell & Hopper notified that permit must be obtained before work can be done.

6 (80080). Recommending the issuance of an order for repairs to the granite pavement along the North River, from time to time, as may be required. Order issued to Chief Engineer.

7 (80060). Recommending that the New England Navigation Company, lessee, and E. A. Cruikshank, representing the owners, be directed to make repairs to both the substructure and superstructure of Pier (old) 11, North River, at once. Both notified, as recommended.

8 (79994). Recommending that the President of the Borough of Manhattan be requested to repair the circular wooden barrel sewer under Pier (old) 8, North River. Request forwarded to Borough President.

From the Superintendent of Docks (79787)—Recommending that as Bernard Campbell & Co. have never availed themselves of the permit for the use of 200 feet of the south side of pier foot of West Forty-sixth street, North River, said permit be revoked. Permit revoked as of the date of issuance.

From the Auditor—

1 (79957). Reporting as to rental due from R. P. Winne, for maintenance of phonograph machine at the Manhattan terminal of the Staten Island Ferry, and asking that, in accordance with Winne's suggestion, the Department take possession of the machine and collect the revenue therefrom until such time as said arrears have been paid. Approved.

2 (79886). Recommending that the Long Island Railroad Company be requested to advise as to the date on which the ferry service between Pier 8, East River, Manhattan, and Long Island City, Borough of Queens, was discontinued. Letter sent to company accordingly.

From the Superintendent of Ferries (80111)—Submitting report relative to absence from duty of Daniel F. Donohue, Dock Laborer. Discharged.

In accordance with the recommendation of the Chief Engineer (80128) and the Superintendent of Ferries (79050), the Snare & Triest Company, contractor, was authorized to modify the work under Contract No. 1053, for erection of new terminal building at Manhattan terminal of the Thirty-ninth Street Ferry, as follows: To install as an extra a 200-horsepower Fitzgibbons boiler, including foundation, covering of boiler, and connections. For this extra work the contractor will be allowed the sum of \$4,865 over and above the contract price.

A communication (79919) was received from the Maritime Association of the Port of New York protesting against the leasing of Pier 33, East River. Advised that the matter of reserving the pier for general wharfage purposes is now in the hands of the Commissioners of the Sinking Fund.

The following open market orders were issued:

No.	Issued To and For.	Price.
35.	James Shewan & Sons, repairs to ferryboat "Nassau".....	\$176 80
36.	James Shewan & Sons, repairs to ferryboat "Castleton".....	164 96
37.	James Shewan & Sons, repairs to ferryboat "Bronx".....	62 45
38.	James Shewan & Sons, repairs to ferryboat "Brooklyn".....	15 00
39.	James Shewan & Sons, repairs to ferryboat "Richmond".....	72 40
40.	James Shewan & Sons, repairs to ferryboat "Manhattan".....	125 50
41.	James Shewan & Sons, repairs to ferryboat "Stapleton".....	82 55
42.	James Shewan & Sons, repairs to ferryboat "Bay Ridge".....	665 13
43.	James Shewan & Sons, repairs to ferryboat "Gowanus".....	104 81
44.	Pinkerton Detective Agency, services of detectives.....	401 01
45.	Cambell & Gardiner, custom house documents for ferries.....	50 00
46.	Underwood Typewriter Company, typewriting machine (with allowance for old machine).....	68 50

DENIS A. JUDGE, Deputy and Acting Commissioner.



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

THURSDAY, DECEMBER 31, 1908,  
TRIBUNE BUILDING, 154 NASSAU STREET,  
BOROUGH OF MANHATTAN, CITY OF NEW YORK.

Present—Chairman William R. Willcox, Commissioners William McCarroll, Edward M. Bassett.

(1) The Secretary presented a communication, dated December 29, 1908, from John C. Birdseye, Secretary of the State Civil Service Commission, transmitting a resolution adopted by it on August 13, 1908, and approved by the Governor December 28, 1908, amending the classification of positions in the exempt class in the Public Service Commission for the First District by striking out the positions of second assistant secretary, third assistant secretary, photographer, chief inspector of meters, chief clerk of complaints and accidents, one assistant statistician, and secretary to the chief engineer. The communication was ordered filed.

(2) Case 772.  
HEARING ORDER.  
*Long Island Railroad Company.*

On motion of Commissioner Bassett, a Hearing Order in Case No. 772 was adopted calling a hearing on January 6, 1909, at 3:30 P. M., to inquire into the compliance by the Long Island Railroad Company with terms of Final Order 772.

(3) Case 1005  
HEARING ORDER.  
*Interborough Rapid Transit Company.*

On motion, duly seconded, a Hearing Order was issued in Case No. 1005, against the Interborough Rapid Transit Company, directing that a hearing be held on January 14, 1909, at 2:30 o'clock in the afternoon, in the matter of the complaint of Sarah T. B. Cartwright, Chairman of the Public Safety Committee of New York City Federation of Women's Clubs, and J. Aspinwall Hodge, Chairman of the Executive Committee of the Rapid Transit Committee of One Hundred, with regard to the lack of destination signs in the subway. The Chairman designated Commissioner Eustis to conduct the hearing.

(4) Case 1009  
CANARSIE RAILROAD COMPANY AND BROOKLYN UNION ELEVATED RAILROAD COMPANY—  
APPLICATION FOR CONTRACT OF LEASE—OPINION.

Commissioner Bassett submitted the following:

OPINION IN CASE NO. 1009.

In the Matter  
of the  
Application for the approval of the proposed contract between the CANARSIE RAILROAD COMPANY and the BROOKLYN UNION ELEVATED RAILROAD COMPANY.

The two above named companies applied to the Commission under Section 54 of the Public Service Commissions Law for the approval of a proposed lease by the Canarsie Railroad Company to the Brooklyn Union Elevated Railroad Company. The hearing was duly advertised in accordance with the order of the Commission. No one appeared at the hearing to object to the lease. The lease provides that the Brooklyn Union Elevated Railroad Company shall operate the Canarsie Railroad Company's line between Vesta Avenue and Canarsie in conjunction with the former's other lines at five cents fare. The term of the lease is for one year from July 1, 1908. The lease has already been executed by the parties, but has not been valid or of any force or effect whatever until approved by the Commission. The rental paid is made up as follows: All the taxes and water rates becoming a lien upon the said property during the term of the lease, including the taxes payable on the first Monday of October, 1908, the reasonable administration expenses, and in addition all interest accruing and payable by the lessor during the term of the lease on all indebtedness incurred by the lessor in and about the conversion of said railroad to an electric railroad and for the reconstruction and equipment of same, the rate of said interest, however, not to exceed six per cent. per annum. In the year 1907 substantially the same lease was in effect, the main difference being that during that year the amount of interest paid was not to exceed five per cent. During the year ending June 30, 1908, the interest thus constituting part of the rental amounted to \$54,599.49.

Inasmuch as this contract is for a short term, provides for a five cents fare from Canarsie to Manhattan, does not contain any provisions that appear to be unduly onerous to either company and meets with no objection from outside parties, I recommend that a certificate of approval be issued.

December 29, 1908.

FINAL ORDER.

On motion of Commissioner Bassett, a Final Order was thereupon adopted in Case No. 1009 granting and approving the application of the Canarsie Railroad Company and the Brooklyn Union Elevated Railroad Company for the said contract of lease between them.

(5) 1026.  
COMPLAINT ORDER.  
*The Brooklyn Heights Railroad Company.*

On motion made and duly seconded, a complaint order in Case 1026 was adopted for satisfaction or answer within ten days by the Brooklyn Heights Railroad Company in the matter of the complaint of A. J. O'Neill in regard to noise caused by operation of cars, due to defective condition of tracks on Tompkins Avenue between Broadway and Division Avenue.

(6) Case 1029  
The Committee of the Whole presented the following memorandum with regard to the proposal of the Interborough Rapid Transit Company to sell the Steinway tunnel to the City, which was approved and adopted as the opinion of the Commission:

## MEMORANDUM UPON STEINWAY TUNNEL.

The proposal that the City of New York should purchase the Steinway tunnel first came before this Commission officially in February of this year, in the form of a letter from the Interborough Rapid Transit Company. But as the Commission had no authority at that time to make such an agreement as was proposed, the plan was not passed upon.

In the following weeks of the session, the Legislature passed an act amending the Rapid Transit Law by adding a new section, which was intended by those urging it to authorize this Commission, with the approval of the Board of Estimate and Apportionment, to purchase for such price and upon such terms and conditions as may be agreed upon "any line or lines of railway already constructed or in process of construction of the character which might be constructed as a rapid transit railway." With like approval, this Commission may enter into a contract with any person, firm or corporation for the equipment, maintenance and operation of such railway for a term not exceeding 25 years, with a covenant for one renewal not exceeding 25 years. This contract must state terms and conditions as to rates of fare, character of service, and rental to be paid. This Commission, also, is directed to secure such consents from public authorities and property owners as are necessary to permit operation.

It should be noted that this act, although general in form, was intended to apply so far as known, only to the Steinway Tunnel. This tunnel is placed in a class by itself,

for every other tunnel or subway that is constructed under the direction of the Public Service Commission must be rented, if at all, for a sum sufficient to pay interest and sinking fund upon the cost of construction. The act passed last spring does not enlarge the powers of the Commission over all subways, but permits in this one case a rental to be fixed which might pay only a minor part of interest and sinking fund, or even no part at all.

## Physical Condition of Tunnel.

After the passage of this law, the Interborough Rapid Transit Company renewed its proposal to sell the tunnel; but before stating the essential features of this proposal, it may be well to summarize the physical and legal status of the tunnel. As at present constructed, it begins at a loop at Forty-second Street and Park Avenue, Manhattan, running thence under Forty-second Street, East River, and Man-o'-War Reef to Long Island City, and thence under Fourth Street to its intersection with Van Alst Avenue, where there is a terminal loop and an open cut approach to the surface. Except under Fourth Street, Long Island City, where it is of the usual subway section, the tunnel consists of two single-track tubes. The grades of the main portion of the tunnel are, on the Manhattan side, 3%; in the river section, 1.63%; Long Island City side 4.5%; the latter grade extending for a distance of about 1,200 feet west of Vernon Avenue. A steeper grade of 6.5% occurs at the surface approach cut at Van Alst Avenue. This grade, as well as the radius of the terminal curve, would necessitate the operation of motor cars only.

A thorough examination of the tunnel was made by Mr. Seaman, Chief Engineer to the Commission, who reported that it was in good physical condition, except for a few minor defects which could be remedied or were so unimportant as to be disregarded. Considerable work must yet be done, including provision for ventilation and drainage, completion of shafts, stations, track and lighting system, installation of cables and signal system, etc. Mr. Pegram, Chief Engineer to the Company, estimates this work will cost \$310,000.

There are three stations on the route: (1st) in Manhattan between Lexington and Third Avenues; (2nd) in Long Island City at Jackson Avenue, and (3rd) in Long Island City at Van Alst Avenue. The first is the largest and is at a depth of about 65 feet below the street surface. A double escalator is to be provided; the other stations are so near the surface that none will be necessary. The Lexington Avenue station is too far east to connect with the Grand Central station of the present subway. In the opinion of Mr. Seaman, it might better have been located a block further west, so that one station would provide direct connections with the present Grand Central station and also the station upon the proposed Broadway-Lexington Avenue line. As at present constructed, every passenger coming through the tunnel who wishes to use the present subway in Fourth Avenue must go to the street, walk two long blocks and descend again, consuming at least five minutes. If a direct connection were provided, as suggested, the change would not require over two minutes, and in bad weather the inconvenience eliminated thereby would be very considerable. To make this change an additional expenditure of \$300,000 will be required, according to Mr. Seaman.

The tunnel is designed for electric surface cars, equipped with a special overhead contact shoe. There is sufficient clearance for the largest cars now in use in the subway, but the radius of the end loops (50) feet is so small that only single cars could be operated. The grades are so steep in places that only motor cars can be used; trailers could not be used as is done in the present subway. The tunnel was evidently intended for operation by the surface cars of the New York & Queens County Railroad Company's lines in Long Island City. It is practicable to introduce the Jackson Avenue cars either by a connection on Van Alst Avenue, or else by constructing a new connection at Jackson Avenue and 4th Street. The Borden Avenue cars may be introduced in the tunnel by constructing a new connection at 4th Street and Van Alst Avenue, which would run over the Pennsylvania Railroad tunnels, as now being constructed.

In many respects the Steinway tunnel is well located to constitute a valuable adjunct of a future comprehensive subway system. It occupies a level below the present subway in Forty-second Street and could be extended at some future time across the City to the North River and possibly south to the new Pennsylvania railroad station, or to connect with the Hudson and Manhattan subway in Sixth Avenue. If a west side subway south of Forty-second Street were built, many of the passengers from the north would proceed down-town by this route. The present east side subway in Fourth Avenue would then be freed from its present congested traffic and could accommodate the passengers brought by the Steinway tunnel from Queens and the New York Central Railroad. It will pass under the proposed Lexington Avenue subway and could be made to connect therewith. Practically all of the surface lines of the north-western portion of Queens could be brought to Manhattan by this tunnel or made to connect therewith.

## Legal Situation.

The legal status of the tunnel is set forth in full in the First Report of the Commission. It was originally begun by the New York and Long Island Railroad Company, incorporated in 1887. The stock of this company is now practically all owned by the Interborough Company, which has furnished most of the funds to build the line. The act under which the company was incorporated provided that unless the road was finished and put in operation within ten years from the filing of its articles of association (by July 30, 1897), its corporate life would end. If we accept the claim of the company that this time was extended by later legislation, the limiting date becomes January 1, 1907. As a matter of fact the tunnel was not finished and put in operation by that date, and, as the courts have decided, the corporate powers and existence of the company have ceased. The property of the company is now in the hands of the former directors as trustees, but they have no power to operate.

The City of New York brought suit some time ago, claiming that the company did not have the necessary franchises, permits and consents to authorize construction or operation. An agreed statement of facts has been prepared and probably this case will be presented to the Appellate Division very soon. Perhaps the company did have the necessary authority to operate, if the tunnel had been finished and in operation by January 1, 1907. But this authority is useless now so far as operation by the company or the trustees is concerned. If these rights are legal and sufficient—if no further grants are necessary—it is possible that the trustees could sell the property, including the franchises, to a company having the right to operate. These are legal questions not yet settled, but in any event operation could be brought about by new grants of authority.

## Terms of Proposition.

The proposal made by the Interborough Rapid Transit Company is in substance as follows:

(1) The company is to transfer all its interest, title and control over the tunnel as above described, the franchise which it claims to have for the construction of the road and such real estate as will be necessary for its operation, to the City of New York.

(2) The City of New York is to pay the "actual cost to Interborough Rapid Transit Company for construction, real estate necessary for rights of way, interest charges, etc., say, \$7,239,476.50. The exact amount of real estate required will be a subject for adjustment and when determined on, its cost as well as the cost of all other items may be verified by an independent audit."

(3) The company is to accept in payment City bonds, 4 per cent. at par.

(4) The City of New York is to enter into an operating contract with the New York and Queens Co. R. R. Company to operate the tunnel in connection with its lines in Queens for a period of 25 years.

The terms of this agreement are to be as follows:

(5) Expenses of operation to be fixed at an arbitrary sum to represent the estimated cost.

(6) One-half of this sum to be paid by the City, the balance by the company.

(7) A single fare of five cents to be charged between 42nd Street and Fourth Avenue, Manhattan, and any point on the line of the N. Y. and Queens County Railway.

(8) The City to receive all "local fares," which are to be estimated at twice the fares received at the two stations in Long Island City.

(9) When the local fares so paid over shall have reimbursed the City for all amounts advanced for operating expenses, interest on City bonds, a sinking fund of one per cent. per annum, and all arrears of interest and sinking fund, any surplus of local fares is to be divided equally between City and Company.

(10) All through-fares to be retained by the Company.



Analysis of Offer—Finance.

Considering these provisions in turn, the question at once arises: what amount must the city pay? The offer of the Interborough Company says "actual cost" as shown by "an independent audit" and suggests \$7,240,000 (to be exact \$7,239,476.50). To determine what has been spent, Mr. Weber, Chief Statistician of the Commission, was directed to make a careful examination of the books and vouchers. He reports that the company claims to have expended or incurred liabilities amounting to nearly \$8,600,000 divided as follows:

(a) Work and expenses incidental to construction of tunnel.....	\$5,745,972.22
Add advances to Degnon Contracting Company.....	169,074.43
	\$5,915,046.65
(b) Real Estate .....	884,903.63
Expenditures of an intangible nature:	
(c) Cost of property and franchises represented by Capital	
Stock and assignments of judgments.....	\$374,976.05
(d) Legal expenses .....	62,450.04
(e) Advertising .....	2,231.08
(f) Interest on loans and advances.....	864,399.34
	1,304,056.51
	\$8,104,006.79
(g) Liabilities unpaid at Sept. 30, 1908.....	491,510.19
	\$8,595,516.98

With the aid of engineers, Mr. Weber analyzed these items in detail and reports that the propriety of including certain of them is open to question, as for example, certain large salaries, the allowances made for rush work in order to complete the tunnel before the expiration of the charter of the company (this was unsuccessful), payments for franchises to other than public authorities, legal expenses in furthering certain legislation, and purchases of real estate. How much should be deducted is, of course, a matter of conjecture, but apparently the company considers \$7,240,000 as the minimum figure for cost.

The annual cost to the City, using these two items as a basis, will be, according to the offer (see items 2, 3 and 9 above):

	On basis of \$7,240,000, cost	On basis of \$8,600,000, cost
A—Interest on bonds at 4%.....	\$289,600.00	\$344,000.00
B—Interest on cost to complete tunnel (\$310,000.).....	12,400.00	See note*
C—Interest on cost to rebuild station (\$300,000.).....	12,000.00	12,000.00
D—Sinking fund of 1% on above.....	78,500.00	89,000.00
Total fixed charges.....	\$392,500.00	\$445,000.00
E—½ Operating cost—estimated at.....	35,000.00	35,000.00
Total annual expense to City.....	\$427,500.00	\$480,000.00

\* This item is included in \$8,600,000.

Item E is the only one which has not been explained. In order to arrive at a fair figure, an estimate was made of the probable traffic through the tunnel. It will come from three sources: The first class will consist of those whose journey originates or ends within walking distance of the two stations in Long Island City and who wish to go to or come from Manhattan. The second class will consist of those who ride over the lines of the New York and Queens Railway either before entering or after leaving the tunnel. The third class, of those who come from or are going to lines of transportation in Queens, whose cars do not run through the tunnel.

Probable Traffic on Queens Lines.

It is probable that the second source of traffic will be by far the most important. Passengers upon the New York and Queens system may ride through without paying an extra fare or changing cars. This will be true of no other line, unless it makes a contract with the N. Y. & Queens Co., which would appear and have, under the agreement proposed, exclusive rights of operation and control. Neither the Pennsylvania Railroad Company nor the Long Island Railroad Company will be likely to make such an agreement, for they will have their own tunnel delivering passengers at the Pennsylvania station in Manhattan. The Brooklyn Rapid Transit Company would not be likely to do so, for it has the free use of the Williamsburg and Brooklyn bridges and can afford a more direct route to the lower portion of Manhattan for the portion of its traffic which originates in Queens than by the Steinway tunnel. Further, most of their patrons would doubtless prefer to go via the bridge because there would be no extra fare that way; but if they used the Steinway tunnel, another fare would probably have to be paid for a ride down town in the subway. But if any arrangement were made for running cars from other lines, into the tunnel, the City would receive no additional revenue and would have to pay one-half the cost of operating these cars.

At present these are the only lines which run into Long Island City or approach it that are not controlled by the N. Y. & Queens Co. If an independent company were to get a franchise, it might make some arrangement with the present company, but it would be at a decided disadvantage in bargaining, and it is more likely that no new company would attempt to obtain a franchise which would make it dependent upon the N. Y. & Queens Co. for an outlet. New companies are more likely to run lines over the Blackwell's Island bridge and to tap areas adjacent thereto.

In estimating the probable traffic upon the N. Y. & Queens system during the first year of operation, upon the assumption that the tunnel would be opened as soon as possible, three factors were considered. The first was the traffic during the year 1907-8, which was 18,621,355 fare passengers. The second was the growth during past years. From 1904-5 to 1905-6, the increase was 14%; from 1905-6 to 1906-7, 6%; from 1906-7 to 1907-8, 3%. It is interesting to note that the rate of growth has decreased and not increased. It does not seem likely that the increase in the coming year due to natural development alone would be over 10 to 15%, even in view of the opening of the tunnel and bridge. The third factor was the probability that the opening of the Steinway tunnel, with a through fare to Lexington Avenue of five cents, would deflect to the N. Y. & Queens system a number of passengers who have heretofore gone by the B. R. T. lines or the Long Island Railroad. Probably neither would be affected to any large degree, partially for reasons above given and partially because the lines of the N. Y. & Queens Co. and those of either of the other two companies do not tap the same areas except to a limited degree.

But not all of the passengers who will ride upon the lines of the N. Y. & Queens Co. will wish to use the Steinway tunnel. From the total number there must be deducted the local riders in Queens, i. e., the passengers to and from Flushing, College Point, North Beach, Jamaica, Elmhurst, Astoria, Maspeth, Steinway, Corona, Ravenswood, Woodside and Long Island City, whose errands, business, shopping or pleasure, will not bring them to Manhattan. Then there are the passengers who will continue to use the Astoria and the College Point ferries far uptown, because more convenient. The opening of the Blackwell's Island bridge, with surface cars operating to and from Manhattan, will cause a considerable number to use this means of reaching Manhattan. Last of all, there is the attraction of the 34th Street ferry, not only to those who will find it more convenient at either end or both ends, but to those who prefer a three-cent fare by ferry to a five-cent fare by tunnel.

Local Traffic.

The local traffic, i. e., the number of passengers who will enter or depart from the two stations upon the tunnel in Queens, will not be large, as distinguished from the through travel brought to the tunnel by the N. Y. & Queens County surface cars. The nearest station upon the Long Island Railroad is a quarter of a mile from the Jackson Avenue station of the tunnel, and that station is at the 34th Street ferry. It is not likely that a very large number will walk that distance to take the tunnel to 42nd Street, especially when it will mean a five-cent fare as compared with a three-

cent fare or less by commutation rate, and especially when the ferry is immediately at hand. A number may walk from one of the lines of the Brooklyn Rapid Transit Co., but not many.

There will also be those who will live, shop, visit or do business within walking distance of the two tunnel stations. But this area will be small. Everyone will take a surface car whenever possible, for why should he walk to a station when the fare will be no less than if he boards a car and rides directly through the tunnel. The Van Alst Avenue station will do a small business because it is reached by the loop cars only, and not by those that will run out over the tracks in the streets. Nearly everyone who might find this station convenient otherwise will take a car before it enters the tunnel because of the greater number of such cars and because by so doing he may avoid a wait at the Van Alst station. Then, there will be those who will find the ferry more convenient than the tunnel. Further, the ferry fare is three cents, the tunnel fare five cents. Thus the financial inducement to take the tube will be lacking.

All things considered, it does not seem reasonable to assume that there would be local fares, as defined by the proposal, in excess of 1,500,000 during the first year, and certainly not more than 2,000,000. The letter of the Interborough Company says that the number will be not less than 5,000,000, but gives no basis for this estimate. In the course of the general investigation into the transit situation in this city, it appeared that a statement submitted at a meeting of the Executive Committee of the Interborough Company by the chairman, placed the figure at 1,000,000. This was upon July 24, 1907, a few months prior to the date of the letter to the Commission.

Operating Expenses.

In computing the operating expenses of the tunnel, it has been estimated that 13,000,000 passengers would be carried. This is probably not excessive. In the statement above referred to, the number was estimated at 11,000,000 approximately, but perhaps that was intended to refer to an earlier period. If 13,000,000 is too small, the annual cost to the City as above estimated must be increased. If it is incorrect at all, it is probably too small rather than too large. The estimated cost of operation has been fixed at \$70,000, which is probably not too high. Dividing this amount equally between the City and the Company, the amount to be paid by the City is found to be \$35,000.

Receipts.

Having considered the cost to the City for the first year of operation and the probable traffic, one is now able to determine the probable income to the City from "local fares" according to paragraphs (7) and (8) of the proposal.

	On basis of \$7,240,000, cost	On basis of \$8,600,000, cost
Total annual expense to city.....	\$427,500	\$480,000
Receipts at 5c per "local fare" (1,500,000).....	75,000	75,000
Deficit.....	\$352,500	\$405,000

If the "local fares" should be 2,000,000 the deficits would become respectively \$327,500 and \$380,000. Even the estimate of the company that 5,000,000 local passengers would be carried would leave a deficit of \$177,500 or \$230,000.

It is clearly not fair to judge a plan financially by one year's probable results. This brings us to the question: Will the deficit decrease or increase from year to year? It is quite apparent that interest and sinking fund charges must go on at the same amount until the bonds are paid off by the accumulations of the sinking fund. There is nothing to indicate that operating expenses will decrease, for the traffic through the tunnel ought to increase from year to year. This must lead ordinarily to larger gross expenses and a heavier burden upon the City, although the cost per passenger might decrease. The total annual expense will increase therefore.

But will this increase be equalled or exceeded by any increase in receipts? The answer depends upon the number of "local fares." Unless some change is made in traffic arrangements, this number is not likely to be increased greatly. The City will gain nothing from any increase on the lines of the N. Y. & Queens Co. Upon the contrary, for every passenger that is added from beyond Van Alst Avenue, the City will have to pay something, viz., one-half of the cost of carrying him through the tunnel. It is true that the City gets all from every "local" passenger added, but "local fares" must grow to be a large percentage of the total before the City will be able to eliminate a deficit. In view of the relative size of the two areas from which the local and through passengers are drawn, the probable growth in population and the large deficit to begin with, there seems to be little promise that under the arrangement proposed, the City would be able for many years to come, if ever, to make both ends meet under the contract proposed. It would require some 10,000,000 local fares out of a total number of 20,000,000 or 30,000,000 in order to make receipts equal or exceed expenses.

The Queensboro Bridge.

The sum and substance of the offer of the Interborough Company is that the City shall subsidize the N. Y. & Queens Co. and by such subsidy enable the company to carry people to 42d Street, Manhattan, for five cents. Doubtless there are other companies that will be glad to lower fares if a subsidy from the City will be forthcoming. Some persons attempt to justify this subsidy upon the ground that the City has already adopted this policy as to other boroughs. They cite the use of the Williamsburg and Brooklyn bridges by the Brooklyn Rapid Transit Co. practically free of charge, all of the fixed charges and maintenance expenses being borne by the City. They cite the Staten Island ferry which is said to have a deficit of about \$750,000 during the past year, and also the 39th Street ferry with a deficit of \$250,000. Upon these facts they base a claim that the Borough of Queens is entitled to have the Steinway tunnel purchased and operated at public expense.

But they have forgotten several important facts. The City has already provided a big and expensive bridge as an outlet for Queens, and it has or will cost between \$15,000,000 and \$20,000,000, and the City will have to pay out of the general fund an annual interest charge of from \$600,000 to \$800,000, and also operating expenses. A large portion of Queens is tributary to the other bridges and derives benefit therefrom. The present subway to The Bronx and Brooklyn is self-supporting, and under the Rapid Transit Law, every other subway must be rented, if at all, for a sum sufficient to pay interest upon the cost and a sinking fund charge. It may be true that the Steinway tunnel would contribute more to the development of Queens than a bridge, and that \$7,000,000 expended thereon would do more good than \$15,000,000 upon a bridge, but the City has the bridge, the money cannot be recalled, and the question is: Shall \$7,000,000 or \$8,000,000 more be spent under the offer now before the Commission?

In this connection, it should be noted that the approach to the Queensboro bridge comes to grade near Jackson Avenue within four-fifths of a mile from the entrance to the Steinway tunnel; thus, nearly all of the cars of the New York and Queens system must pass this approach in order to reach the tunnel. In other words, the area that is naturally tributary to the tunnel and to the tunnel only is a very small part of Queens or even of the northerly portion of Queens.

The Queensboro bridge has some features of advantage over the tunnel. By means of the bridge, cars may pass from several lines in Manhattan into Queens and from several lines, old and new, in Queens into Manhattan. The Manhattan elevated roads may also be extended into Queens and beyond the terminal, if necessary. Thus, every one from Queens, upon any of the lines tributary to the tunnel and upon others, would be able to get from Queens to any part of Manhattan for ten cents, and many would be obliged to pay only five cents. The Steinway tunnel cannot do more; nor as much for many. The only advantage that the City purchase of the tunnel would give would be the opportunity to those on the lines of the New York and Queens Company only to reach 42d Street and Lexington Avenue, Manhattan—one point—for five cents. If these passengers were to go to any point not easily reached by walking, they would have to pay five cents more, or even ten cents more in certain instances. Those who would go via the Queensboro bridge would reach a number of points in Manhattan along 59th Street for five cents and could reach practically any point north or south for another fare. Of course, either route would mean a ten cent fare to the vast majority of Queens people, but the number who would pay ten cents via the tunnel would probably not be appreciably less than those paying ten cents via the bridge. It cannot be said that the tunnel is the only way of bringing residents of Queens into Manhattan for a five-cent fare. The bridge may do as much and perhaps more to open up the vacant areas in Queens as the tunnel alone.



The Relation of Subways.

The City is face to face with a tremendous problem. The need for additional subways is imperative. The funds of the City are limited and are not sufficient at this moment to build all the lines that ought to be constructed. It is admitted that there are subways other than the Steinway tunnel that would be of greater value to the City and that would be self-supporting. As it is impossible at present to build those that will not be self-supporting and also those that will be, is it not wiser to spend what money there is available upon the latter than upon the former? If the present margin is spent upon self-sustaining subways, the operation of the proposed amendment to the State Constitution exempting from the debt limit bonds for revenue producing enterprises will provide funds for subways that are not so clearly profitable. But if the process is reversed and non-self-sustaining subways are built first, the constitutional amendment will be inoperative and the construction of profitable subways with City money will be impossible.

Further, if some subways are to be built and owned by private companies, should the City select for the investment of public funds those that are profitable or those that seem likely to produce a deficit? If companies are to come in, ought they not to be required to take the lean with the fat and not be allowed to unload upon the City the unprofitable sections of the lines and keep the desirable portions? No proposition has been made to the Commission that the tunnel from the Battery to the Atlantic Avenue station should be taken back by the City. Why then should the public be asked to pay for the Steinway tunnel which seems to have been undertaken without due foresight? Does anyone suppose that if the company expected to make a profit from it, they would be anxious to sell it to the City?

Yet, it might be wise for the City to purchase the Steinway tunnel, if funds were available without the necessity of taking money from more profitable lines and lines that are more urgently needed. This last point might be waived, if the Commission were assured that the City would be freed from any possibility of a large annual deficit from the start or even after a few years. If the Interborough Company were to make a proposition that the terms of their present operating contract with the City should be extended to the Steinway tunnel, such an offer, or indeed any offer that will be made, will be given most careful consideration. Under the present offer, because of its peculiar provisions, the City could afford to give only a small amount, and still have any reasonable expectation that even after several years, the receipts would be sufficient to pay the expenses called for by the proposal.

Increase in Land Values.

In the letter of Interborough Company, the statement is made that the increase in taxable values in the Borough of Queens has been \$140,000,000 in the last three years, and that on the basis of 15 mills per \$100 of valuation, the increase in income to the City has been \$2,100,000. It is also stated that values will still further increase when the tunnel is opened and a five-cent fare established through to Lexington Avenue, Manhattan. The conclusion which has been drawn from these statements is that the deficit from the operation of the tunnel would be more than repaid by the increased receipts from taxation.

There is little doubt that every increase in transportation facilities does increase the value of the real estate so benefited. But the increase in values in Queens is due to several factors. First and foremost, property is now assessed more nearly at its real value than formerly. This alone has caused a big increase. Second, property in suburban districts increases in value, even though transportation facilities remain stationary. The very growth of the city puts up values. Third, the erection of the Queensboro bridges has raised values. Fourth, the Pennsylvania tunnels have had a similar effect. It is to be remembered also that the territory tributary to the Steinway tunnel is only a part of the Borough of Queens. A very much larger portion will not be affected at all. It is probably true, however, that the opening of the Steinway tunnel and the inauguration of a five-cent fare to Manhattan would be, and perhaps has been, the cause of an increase in the value of property much in excess of the cost of the tunnel. But most of the increase would go to the owners; the City would get only a small portion of it through taxation. Further, even that small portion has to be divided among many city departments. Expenditures for street lighting, cleaning and paving, schools, parks, police, fire protection, health, charities and the many governmental purposes grow even faster than population and seem to consume every fresh contribution made through taxation by the increased values in real estate. The multiplication of values within the past century has been enormous, but expenditures for governmental purposes seem to have kept pace with them. Even with the growth in Queens referred to above, this Borough still contributes less to the City of New York than is expended within the Borough from the City's fund. If the proposal of the Interborough Company were accepted, the contribution made by taxpayers outside of Queens to the support of Queens would have to be still further increased, and this increase would be in addition to the \$800,000 to be contributed on account of the Queensboro bridge.

Other Features.

There are other features of the proposition by the Interborough Company that are not satisfactory. It gives no assurance that the N. Y. & Queens Co. would continue to carry passengers from any point on their system as extended in the future through to Manhattan for five cents. Yet the principal reason why the City is urged to buy the tunnel is that by so doing, thus indirectly granting a subsidy to the company, a five-cent fare may be secured instead of a seven or eight-cent fare. As the proposition now stands, a foreclosure might bring the lines of the N. Y. & Queens Co. into the hands of parties not bound by the proposed contract with the City. The result might easily be an increase in fares, and thus the very object prevented for which the tunnel was purchased.

The City should also have the right to allow the other railroads to run their cars through the tunnel, but the proposed form of contract makes no such provision. Other transportation lines may be built in Queens, and the City should have the right to allow them access to the tunnel. How can anyone justify a contract that provides for the leasing of public property for the exclusive use of one corporation when the price paid is not sufficient to pay fixed charges?

The method of computing the small rental to be paid to the City might be productive of much litigation. A method of evasion has been pointed out, and if passengers were to transfer at any one of the stations from the lines or cars of the N. Y. & Queens Co. the question might easily arise, whether they were local or through passengers.

Alternatives.

In considering this proposition, the Commission has given much attention to an alternative solution. There are several ways by which the tunnel could be put into operation in the near future.

(1) It has been stated that any plan by which a large annual deficit will not be placed upon the City, at least not after a few years, will be given careful consideration.

(2) If the opening of the tunnel has been productive of such large increases in the value of real estate, why should not such real estate bear the cost of the tunnel, or part of it at least if the City buys the tunnel? If the statements frequently made are correct, an assessment of the cost would not consume by a large percentage the increase in values which the tunnel has already caused. The property holders would still retain a profit. This theory is in common practice, for many public improvements are now paid by the property benefited.

(3) Whether there is a valid franchise for operation now in the hands of the directors of the N. Y. & Long Island Company is a question to be decided by the courts, and it is now before them. If the directors have the necessary franchises, permits and consents, they may not be able to exercise the right to operate themselves, but they probably could transfer to another company. If they do not have sufficient authority it could be granted to some company to which the physical property could also be transferred. If there is anything in the present law that interferes in any way, an attempt might have been made last winter, and can be made this winter, to have such interference removed by legislation.

(4) It has been, and still is, possible for the Board of Estimate and Apportionment, subject to the general statutory provisions, to grant a franchise for a tunnel railroad to a private company. Such a franchise may be made to run for 50 years with a renewal for 25 years—the term of the lease of the present subway.

If the company prefers to litigate its present claim to a perpetual franchise, and allow its property to lie idle meanwhile, it doubtless has that right. But if it desires to have the tunnel put in operation, there are at least four ways in which it may be done. There is no insuperable difficulty to private operation of the Steinway tunnel, and there has been none; it could be put in operation in a few months under the pres-

ent law or under new legislation. The company built the tunnel; the city is not responsible for the present situation; it is incumbent upon the company, and not upon the City to see that the tunnel is put in operation.

Summary.

The Commission has no proposition before it other than the letter of the Interborough Company which is unsatisfactory. Certain questions were put to the officials of the company, with a view to ascertaining whether the proposal would be modified or another plan submitted; but the company refused to answer these questions and the Commission must act upon the only proposal now before it, which it disapproves for the reasons given above, which may be summarized as follows:

(1) The City would be burdened with an annual deficit, including sinking fund charges, estimated at \$350,000, for the first year of operation, and there is no hope that the City would be able within very many years to make receipts equal expenditures.

(2) The City has erected the Queensboro bridge at a cost of \$15,000,000 to \$20,000,000, which will impose upon the whole City, not Queens alone, an annual charge amounting to \$800,000 or upwards. This bridge will serve much the same purpose as the tunnel, and in some directions, has a greater usefulness. However, it has been built; the City is not yet committed to an expenditure of \$7,000,000 for the tunnel.

(3) The Steinway tunnel admittedly will not be self-sustaining. The purchase of this non-self-sustaining line first will make it much more difficult, and perhaps impossible, to build either profitable or development subways with City money.

(4) The City should not purchase from companies the non-profitable lines and leave the profitable lines in their hands. The two should go together, the latter helping to carry the former.

(5) The increase in land values which might result from the opening of the tunnel, or have already resulted from the probability of its opening, would probably not leave any considerable sum to offset the deficit on operation after the fresh demands for governmental expenditures have been satisfied out of receipts from increased taxation. The property holders reap most of the benefit.

(6) There is no adequate assurance that a five-cent fare would be secured permanently, even if the City were to purchase the tunnel.

(7) The N. Y. & Queens Co. is given the exclusive right to use public property at a sum not sufficient to pay fixed charges.

(8) The method of computing the rental is too indefinite.

(9) There are several other solutions of the problem, by which the tunnel could be put to immediate use or within the near future:

a. A franchise could be granted by the City authorities to a private company as the law now stands.

b. If the present statutes are not satisfactory, an amendment allowing private operation could have been pressed last winter in the Legislature and may be this year.

c. A tunnel franchise for 50 years with a renewal for 25 years can be granted by the Board of Estimate immediately and could have been granted at any time during many years.

d. The cost of the tunnel might be met by special assessment upon the property benefited.

It is doubtless unnecessary to add that the Commission desires that the Steinway tunnel be put into operation at the earliest possible moment and that any reasonable proposal which would require any action by this Commission to achieve this result will be given very careful consideration by this Commission.

Submitted December 30, 1908.

The following resolution was thereupon moved and duly seconded:

Resolved, That the proposition offered by the Interborough Rapid Transit Company under date of February 27, 1908, for the purchase by the City of the Tunnel Railroad of the New York and Long Island Railroad Company, extending from Forty-second Street and Fourth Avenue in the Borough of Manhattan, under Forty-second Street to the East River and under the East River and private property to Fourth Street, Long Island City, and under Fourth Street to East Avenue, is hereby declined.

Ayes—Commissioners Willcox, McCarroll, Bassett.

Nays—None.

Carried.

In voting on this resolution Commissioner Bassett filed the following statement:

My reasons for voting not to accept the proposal of the owners of the Steinway tunnel are that there is no provision for assuring the continuation of five cents fare from the various parts of the Borough of Queens to the Grand Central station, that the proposal contemplates the exclusive use of the tunnel by the New York and Queens County Railway Company, that the method outlined for compensating the city is for the city to retain tunnel fares and the company retain all others instead of the city receiving a fixed sum for each passenger or car using the tunnel, and that some of the items included in the cost of the tunnel should be stricken out. The other reasons given in the report, although helping to illustrate the situation, are not in my mind controlling on the question of whether the city should buy and obtain the great advantages to Queens that would follow. The Queensboro bridge means five cents fare from Queens to Manhattan and five cents more to any traffic center of Manhattan. Non-purchase means either eight or ten cents fare to the Grand Central station. Purchase by the city on proper terms means the benefit of a five cents fare between one of the great traffic centers of Manhattan and an immense undeveloped area lying only half as far away as the densely populated districts to the north. The unsymmetrical development of the city is uneconomical and by causing long hauls makes transportation expensive. In the long run the city as a whole pays the loss. The operation of every non-sustaining subway and elevated branch now in existence is indirectly a subsidizing by the city of the locality benefited. This is because the city compels the companies to make the short hauls pay for the loss on the long hauls. The right policy is to make the city grow round instead of long. A circle comprises the greatest area with the shortest distances to the center. I know of no way that the city could secure a better return for money spent in properly housing its population than to secure quick and cheap transportation to Queens County. It is not generally known that there are more acres of land in the Borough of Queens within ten miles of the Grand Central station than in any other borough not excepting Manhattan itself. The benefit of a plan giving five cents fare to Queens would be spread out over an immense area traversed by a network of surface lines instead of a single narrow strip benefited by a subway. Furthermore, a most important consideration is the manner in which this tunnel can be made available in the future comprehensive subway system of the city so that the highly remunerative traffic of lower New York could help to support the less remunerative portion under the East River and in Queens, the same as now the southerly portion of the Manhattan subway supports the less remunerative branches to the far north.

(7) The Secretary presented a communication, dated December 29, 1908, from Anthony Huber, Secretary of the West End Board of Trade, transmitting a resolution commending the report of Commissioner McCarroll with regard to the application of the Brooklyn Rapid Transit Company for an elevated road on Flatbush Avenue extension and certain exclusive rights over the Manhattan bridge, and requesting the Commission to submit a plan for such use of the bridge as to permit Brooklyn passengers to reach points in Manhattan as far north as 14th or 23d Street without change. The communication was referred to Commissioner McCarroll.

(8) On motion, duly seconded, it was Resolved, That this Commission takes the following action in relation to employees:

	Monthly Salary.	To Take Effect.
Appointment from Civil Service List:		
William M. Moore, Junior Assistant Counsel.....	\$100.00	Jan. 2, 1909
Sick Leave with Pay for Two Weeks:		
William W. Lyon, Jr., Electrical Inspector.....		For month of December



	To Take Effect.
<b>Declination of Appointment:</b>	
Ward W. Milias, Axeman.....	June 5, 1908
<b>Resignation:</b>	
Henry T. Bradbury, Inspector of Steel.....	Jan. 1, 1909
<b>Provisional Appointment:</b>	
Otto Rieser, Gas Meter Tester.....	Dec. 29, 1908

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

(9)

The Secretary presented the following vouchers, covering bills which had been duly approved by Commissioner McCarroll, as Committee on Audit for the month of December, 1908, whereupon, on motion duly seconded, it was

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

Voucher No.	In Favor of	Services or Material	Amount
1959	Adams Express Co.....	Distribution of Annual Reports, Bill Dec. 8, 1908 .....	\$51.17
1960	Bion J. Arnold.....	Services and expenses, Bill Nov. 30, 1908....	2,336.66
1961	Audit System Supplies Company .....	Stationery Supplies, Bill Oct. 31, 1908.....	25.53
1962	William T. Baker.....	Candles, Bill Dec. 14, 1908.....	7.50
1963	Baker, Voorhis & Co.....	Publications, Bill Dec. 4, 1908.....	14.00
1964	Benjamin Electric Mfg. Co....	Adapters, Bill Dec. 12, 1908.....	8.75
1965	Blair Tool & Machine Works.....	Repairs to rail gauge, Bill Nov. 30, 1908.....	1.50
1966	Wm. Bratter & Co.....	Printing, Bills Nov. 27, Dec. 10 (10), 21 (2), 1908 .....	186.30
1967	Brooklyn Blue Print Works..	Prints, Bill Dec. 4, 1908.....	4.00
1968	E. J. Brooks & Co.....	Engineering Supplies, Bills Nov. 12, 18, 28 (2), 1908 .....	354.96
1969	Buff & Buff Mfg. Co.....	Transit Repairs, Bill Dec. 11, 1908.....	1.27
1970	Alvah Bushnell Co.....	Stationery Supplies, Bills Dec. 7, 12, 14, 1908..	69.90
1971	Clarke & Baker Co.....	Furniture, Bill Dec. 2, 1908.....	30.00
1972	A. B. Dick Co.....	Mimeograph Supplies, Bills Dec. 16, 18, 1908....	36.30
1973	Eaton-Hough Co.....	Stationery Supplies, Bill Dec. 8, 1908.....	1.20
1974	George M. Eddy & Co.....	Steel Tapes, Bill Nov. 25, 1908.....	9.00
1975	Emma Fitch.....	Rent of offices, 2628-30 Broadway quarter ending Dec. 31, 1908.....	250.00
1976	William S. Garrison.....	Moving office furniture, Bill Nov. 25, 1908....	7.00
1977	General Electric Co.....	Services and materials, Fender Tests, Schenectady, Bill Dec. 24, 1908.....	2,213.14
1978	Great Bear Spring Co.....	Spring Water, Bills Aug. 31 (2), Sept. 30 (2), Oct. 31 (2), 1908.....	19.80
1979	E. Belcher Hyde.....	Maps, Bill Dec. 14, 1908.....	42.00
1980	The Industrial Home for the Blind .....	Furniture repairs, Bill Nov. 24, 1908.....	5.50
1981	Jennings & Mount.....	Repairs to Ventilator, Bill Dec. 11, 1908.....	1.50
1982	Keuffel & Esser Co.....	Engineering Supplies, Bills Nov. 7, 17, 20, 27, Dec. 1, 4 (3), 7, 8 (2), 9 (3), 10 (3), 12 (2), 14, 1908 .....	194.42
1983	Knickerbocker Blue Print Co..	Prints, Bills Nov. 20, Dec. 8 (3), 1908.....	112.90
1984	Koller & Smith Inc.....	Stationery Supplies, Bills Oct. 6, Dec. 10, 1908..	19.75
1985	The Lawyers' Advertising Co.,	Advertising public notices first sitting of Commission, etc., re Lexington Av. Route, Bill Aug. 5, 1908.....	726.50
1986	The Lawyers Co-operative Publishing Co.....	Law Books, Bill Dec. 2, 1908.....	6.00
1987	Wilbur E. Lewis.....	Clear Phones, Bill Dec. 1, 1908.....	5.00
1988	Library Bureau.....	Stationery Supplies, Bills Oct. 30, Nov. 28, Dec. 4, 14, 21, 1908.....	24.12
1989	The C. J. Lundstrom Mfg. Co.	Furniture, Bill Nov. 21, 1908.....	16.20
1990	J. B. Lyon Co.....	Printing, Bills July 30, Dec. 8, 1908.....	275.00
1991	The Macey Co.....	Furniture, Bill Dec. 4, 1908.....	3.00
1992	Mead Company.....	Cleaning Rugs, Bill Dec. 1, 1908.....	2.10
1993	Oscar Müller & Co.....	Calculating Machines, Bill Dec. 2, 1908.....	540.00
1994	The New York Blue Print Paper Co.....	Prints, Bills Nov. 23, Dec. 11 (2), 1908.....	123.46
1995	New York Stencil Works.....	Stationery Supplies, Bills Dec. 8 (2), 9, 11, 14, 19, 1908.....	47.35
1996	New York Telephone Co.....	Telephone Service, for quarter ending Sept. 30, 1908, Bills (8).....	748.98
1997	New York Tribune.....	Newspaper subscription, Bill Nov. 2, 1908.....	10.00
1998	The New York & New Jersey Telephone Company .....	Telephone Service, Bill for 4 Court Sq. Bklyn, Month of October, 1908.....	23.01
1999	Patterson Brothers.....	Hardware Supplies, Bills Dec. 2, 7, 11, 1908..	7.25
2000	Postal Telegraph-Cable Co....	Telegraph Service, Bills Dec. 31, 1907, Jan. 31, Feb. 28, April 30, May 31, Oct. 5, 31, 1908 .....	7.01
2001	The J. W. Pratt Co.....	Stationery Supplies, Bills Nov. 30, Dec. 5 (2), 9, 12, 14, 16 (3), 1908.....	186.83
2002	Ruland & Whiting Co.....	Appraising property, re valuation street railway systems New York City, Bill Dec. 1, 1908..	250.00
2003	W. & J. Sloane.....	Linoleum, Bills Dec. 9 (2), 19, 1908.....	382.28
2004	E. G. Soltmann.....	Prints, Bills Oct. 19, 23, 26, Nov. 7, 1908....	46.80
2005	G. E. Stechert & Co.....	Publications, Bills Dec. 11, 12, 17, 1908.....	21.24
2006	Technical Supply Co.....	Stationery Supplies, Bills Sept. 29, Nov. 12, 1908 .....	1.50
2007	Tower Bros. Stationery Co...	Stationery Supplies, Bill Dec. 12, 1908.....	34.80
2008	Tower Mfg. & Novelty Co....	Stationery Supplies, Bills Nov. 16, Dec. 1 (2), 2, 3 (2), 4 (3), 10, 11, 12, 14, 15, 1908....	168.68
2009	Benjamin H. Tyrrel.....	Printing, Bill Oct. 22, 1908.....	767.06
2010	United District Messenger Co.	Messenger service, Bills June 1, July 1, Aug. 1, Sept. 1, Oct. 1, Nov. 1, Dec. 1, 1908.....	59.80
2011	P. W. Valley.....	Furniture and furniture repairs, Bills Dec. 8 (2), 17, 1908.....	30.00
2012	A. A. Weeks-Hoskins Co....	Furniture and stationery supplies, Bills Dec. 3, 9 (2), 12, 1908.....	50.56
2013	Western Union Telegraph Co.	Telegraph Service, Bills May, June, July 31, August (2), Sept. 30, Oct. 31 (2), Nov. 31, 1908 .....	67.07
2014	Yawman & Erbe Mfg. Co....	Stationery Supplies, Bill Dec. 15, 1908.....	4.00
			\$10,639.65

The following payrolls were approved by Commissioner Bassett, as Acting Chairman:

1955	Inspectors of Masonry.....	Week ending December 23, 1908.....	\$1,204.66
1956	Gas Meter Testers.....	Week ending December 23, 1908.....	124.50

The following payrolls were approved by Commissioner McCarroll as Acting Chairman:

2015	Inspectors of Masonry.....	Week ending December 30, 1908.....	\$1,013.36
2016	Gas Meter Testers.....	Week ending December 30, 1908.....	126.00

Voucher No.	In Favor of	Services or Material	Amount
2017	Department of Appraisal, Supplementary Roll.....	Month ending October 31, 1908.....	18.06
2028	Department of Appraisal, Supplementary Roll.....	Month ending November 30, 1908.....	709.05

The following payrolls were approved by Commissioner Maltbie, as Acting Chairman:

2018	General Office.....	Month ending December 31, 1908.....	\$5,942.30
2023	Department of Appraisal.....	Month ending December 31, 1908.....	7,506.16

The following payrolls were approved by Chairman Willcox:

2019	Bureau of Statistics and Accounts .....	Month ending December 31, 1908.....	\$1,731.32
2020	Bureau of Franchises.....	Month ending December 31, 1908.....	700.00
2021	Bureau of Gas and Electricity.....	Month ending December 31, 1908.....	2,125.00
2022	Legal Department.....	Month ending December 31, 1908.....	3,346.66
2024	Chief Engineer & Staff.....	Month ending December 31, 1908.....	1,648.33
2025	Transportation Bureau.....	Month ending December 31, 1908.....	7,170.00
2026	Bureau of Subway Construction .....	Month ending December 31, 1908.....	34,018.00
Total.....			\$67,383.40

To the State Comptroller, approved by Chairman Willcox:

2027	Salaries of Commissioners, Counsel and Secretary.....	Month ending December 31, 1908.....	\$7,583.37
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Ayes—Commissioners Willcox, McCarroll, Bassett.  
Nays—None.  
Carried.

(10)

BION J. ARNOLD'S REPORT NO. 6—"THE TRAFFIC OF THE SUBWAY."

The Secretary presented the following report of Bion J. Arnold on "The Traffic of the Subway," which was approved and ordered filed:

LETTER OF TRANSMITTAL.

NEW YORK, December 31, 1908.

Public Service Commission for the First District of the State of New York, 154 Nassau Street, New York City:

GENTLEMEN—I have the honor to submit herewith my report upon "The Traffic of the Subway," this being the sixth of a series of reports which I have prepared for you upon the present Subway of the Interborough Rapid Transit Company.

This report contains the results of studies of the passenger and train movements which have been made from time to time in the preparation of the reports I have already submitted covering the safety, the comfort and the capacity of the present Subway. Parts of this report might have been issued before, but it has been thought best not to submit the traffic data used in drawing the conclusions reached in my other reports until they could be combined into a comprehensive record.

This report, therefore, shows a record of the traffic in the Subway as I found it a year ago; shows the results of the improvements that have been made during the past year and indicates the benefits that may be expected if other possible improvements are finally carried out.

This report also shows the advantages that are being enjoyed by the citizens of Greater New York as a result of the operation of the present Subway. To design, build and operate an expensive system of subsurface transportation furnishing facilities for a 17½ miles continuous ride at high speed through the heart of a crowded city, and underneath a broad river, for one five cent fare is an accomplishment which appears more creditable as the difficulties of duplicating it become appreciated.

The information in this report emphasizes the fact that has already been pointed out,—that one of the most serious defects of the present Subway is its lack of overload capacity; that is, its inability properly to carry the peak load traffic which must be handled twice each business day. In the building of future Subways this defect should be remedied, and in the operation of the present Subway every effort should be made to increase the carrying capacity during these rush hour periods.

During the past few months the carrying capacity during rush hours of the express tracks of the Subway has been increased about 10% by changes in the signal system, and of the improvements that will further increase this capacity there still remain to be carried out the following:

1.—Additional doors in each side of each car. (Now being installed on experimental trains.)

2.—Speed control signals at the approach to each express station. (Now being developed and in operation at one point.)

3.—The elimination of the 96th Street crossover and the introduction of reservoir tracks at this point. (Now under construction.)

4.—The running of all express trains to Brooklyn by providing a shuttle train service between Bowling Green and South Ferry. (Necessary changes to accomplish this now under construction.)

5.—The adding of an additional car to each express train during the rush hour periods.

6.—The adoption of an automatic coupler so that trains can be quickly made up and broken up at intermediate points to save dead car mileage.

Much has been said in regard to furnishing "a seat for every passenger." With the present Subway there are more seat miles operated each day than there are passenger miles traveled, and therefore, if the passenger movement could be made to coincide with the seat movement, there would be a seat for every passenger and some seats to spare. However, as the passengers cannot be expected to travel to fit the convenience of railroad operations, unremitting efforts should be made to move the seats coincident with the passenger movement. In adopting a method of regulation for the future car movement of the present Subway upon a basis which will not be unjust to the Subway company, my recommendation is to divide the probable number of passengers by a constant determined as shown in the report, in order to establish the number of car miles that should be run, and then prepare a schedule calling for this number of car miles so distributed as to carry the greatest number of seated passengers.

Respectfully submitted,

(Signed) BION J. ARNOLD, Consulting Engineer.

THE TRAFFIC OF THE SUBWAY OF THE INTERBOROUGH RAPID TRANSIT COMPANY OF NEW YORK CITY.

The system of transportation which is popularly known as the New York Subway is a rapid transit railroad in the Boroughs of Manhattan and The Bronx with a recently opened extension to the Borough of Brooklyn. Fully 75% of this road has been built beneath the surface, where its operation is not interfered with by the congested street traffic and its technical success during the three years a large part of it has been running demonstrates the practicability and desirability of a subsurface system of transportation under the conditions existing in New York City.

LOCATION.

Plate I, showing the location and configuration of the routes, indicates that the part of the line serving Manhattan and The Bronx roughly resembles the letter "Y," the base of which is located at the southern extremity of Manhattan Island. The branching occurs at 103d Street and Broadway; the end of the westerly branch being at 242d Street near Van Cortlandt Park, and the end of the easterly branch at 180th Street and West Farms Road near Bronx Park. The Brooklyn division extends under the East River at nearly right angles to the stem of the "Y" serving lower Manhattan and ends at the intersection of Flatbush Avenue and Atlantic Avenue, Brooklyn, convenient to the terminal station of the Long Island Railroad.



In general the districts served by the Subway may be classified as follows:

- 1.—Brooklyn Terminal at Flatbush Station of Long Island Railroad.
- 2.—Business and Civic Center of Brooklyn.
- 3.—Ferry connections at South Ferry Station.
- 4.—Business District in the vicinity of Wall Street.
- 5.—Brooklyn Bridge Terminal and City Hall.
- 6.—Shopping Districts at 14th Street and 23rd Street.
- 7.—New York Central and Suburban train connections at Grand Central Station.
- 8.—Theatre District at Times Square.
- 9.—Residence District, upper Manhattan and Harlem.
- 10.—Van Cortlandt Park.
- 11.—Residence District, The Bronx.
- 12.—Bronx Park.

To serve the demand for transportation by means of the Subway, a combination of local and express service has been provided whereby the local service in addition to carrying passengers from one local station to another local station acts also in a collecting and distributing capacity for certain points along the route, between which points a more rapid transit can be obtained by means of the express service. This transfer privilege is one of the distinguishing features of the New York Subway. To carry out this idea, that portion of the system represented by the stem of the "Y" is operated for the most part as a four-track road, the two inner tracks being operated as express tracks, the two outside tracks carrying the local service. An extension of this idea has been put in operation on the westerly branch of the system, whereby an express service in a downtown direction in the morning, and in an uptown direction in the evening is obtained. This is accomplished by using a third track between 137th Street and 96th Street during the morning and evening rush hours for an express service in the manner just indicated. The points or stations between which express service is given are Brooklyn Bridge, 14th Street, Grand Central station, 72nd Street and 96th Street, and in addition at 137th Street as noted above.

Plate II shows the relative distance between stations and the disposition of the tracks in detail. From the Brooklyn Bridge station to 96th Street station the line is four-tracked. On the Broadway branch (including 103rd Street station) there are three tracks to 145th Street, then two tracks to Dyckman Street, then three tracks again to Bailey Avenue. On the Bronx Park or Lenox branch there are two tracks to Brook Avenue, and from that point to Bronx Park (180th Street) there are three tracks. On the Lenox Avenue spur to 148th Street there are two tracks; on the City Hall loop, one track; on the Battery Park loop two tracks. The Brooklyn extension is a two track line through separate tubes under the East River to Borough Hall and practically a four-track line between Borough Hall and Atlantic Avenue. Liberal provision has been made in planning the line between Borough Hall and the end of the Brooklyn extension to take care of future extensions and connections.

In Manhattan there is a storage yard under Broadway between 137th Street and 145th Street on the Fort George branch, another on the surface at the end of the Lenox Avenue spur, Lenox Avenue and 148th Street, and a third on an elevated structure in The Bronx at Boston Road and 178th Street. There is a repair shop and inspection shed on the surface adjoining the Lenox Avenue spur at Harlem River, near 148th Street, and an inspection shed at the storage yard at Boston Road and 178th Street.

#### LENGTH OF LINE.

The following table shows the shortest distance by way of the Subway lines between Brooklyn Bridge and 96th Street; between Brooklyn Bridge and 242nd Street, Broadway line; between Brooklyn Bridge and 180th Street on the Lenox Line, and from Brooklyn Bridge to Atlantic Avenue on the Brooklyn extension. The total length of the Subway system is 25.8 miles.

TABLE I.

Length of Road, Compared with Shortest Distance.

	Subway.	Straight Line.
Brooklyn Bridge to 96th Street.....	6.43 miles	5.84 miles
Brooklyn Bridge to 242nd Street.....	14.17 "	13.32 "
Brooklyn Bridge to 137th Street.....	8.55 "	7.87 "
Brooklyn Bridge to 180th Street.....	13.46 "	11.08 "
Brooklyn Bridge to 145th Street.....	9.45 "	8.18 "
Brooklyn Bridge to Atlantic Avenue.....	3.25 "	2.43 "

This table shows the shortest distance in miles from Brooklyn Bridge to these same points, and therefore indicates the extent of the diversion of the Subway from a straight line.

If the Subway had been built down Broadway from the Times Square Building to 14th Street instead of being diverted down 42nd Street to pass by the Grand Central Station, about  $\frac{3}{4}$  of a mile would have been saved in the length of the line from Brooklyn Bridge to upper Manhattan.

On the other hand, if the Lenox branch could have made connection directly with the Subway at the Grand Central Station instead of being carried west to Broadway, all of the Lenox passengers would have saved nearly one mile's travel each way between Brooklyn Bridge and The Bronx.

In addition to the larger diversions of the road, there are many small curves which not only add to the length of the line but also reduce the possible speed that could be economically maintained. Fully 25% of the total length of line is upon curves, the least radius of curvature being 147 feet. Upon the approaches to the tunnels under the Harlem River and East River there are grades of 3% and this is the maximum grade to be found in the Subway.

The longest continuous ride in the Subway without change of routes is from Atlantic Avenue in Brooklyn to 242nd Street—a distance of 17.5 miles. The longest continuous ride on the Manhattan elevated system is one of 14.6 miles on the Third Avenue Elevated line and the longest continuous ride without transfers on the surface lines is 12.3 miles on the Third Avenue line from the Post Office to Fort George.

#### VARIATIONS IN YEARLY TRAFFIC.

In order that a comprehensive idea of the magnitude and growth of the passenger traffic of the Subway may be obtained, the data of Table II, shown graphically in Figure I, may be studied to advantage.

TABLE II.

Comparative Passenger Traffic by Years.

Period.	Tickets Sold.
*Oct. 27, 1904, to Dec. 31, 1904.....	16,241,869
Jan. 1, 1905, to Dec. 31, 1905.....	116,209,313
Jan. 1, 1906, to Dec. 31, 1906.....	149,778,370
Jan. 1, 1907, to Dec. 31, 1907.....	182,559,990
Jan. 1, 1908, to Dec. 31, 1908.....	220,991,212

\* The date the Subway was opened to traffic.

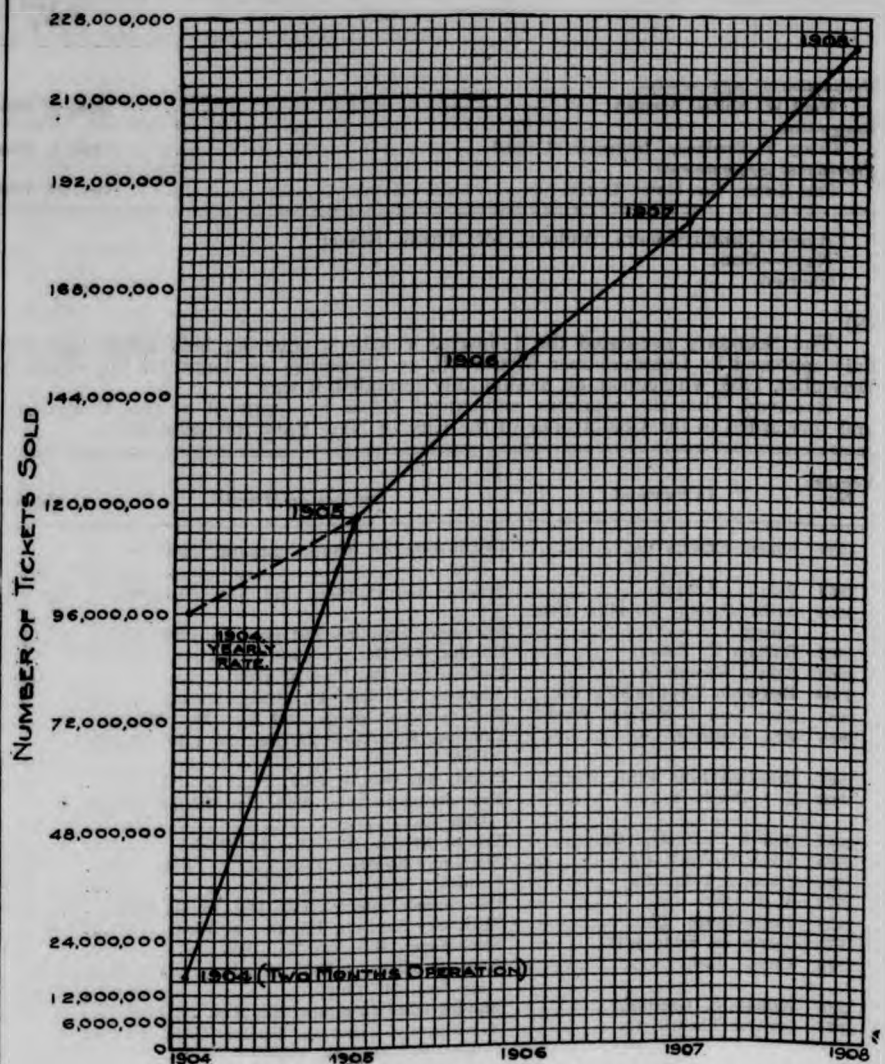


FIGURE 1.

Showing Increase in Subway Passenger Traffic by Years.

TABLE III.					TABLE IV.				
LONDON TUBE RAILWAYS.					Comparative Traffic Figures for One Year.				
Traffic Figures for Half Year Ended June 30, 1908.					Length in Miles of Single Track Road Operated				
Car Miles		Number of Passengers		Ratios Car Miles to Passengers	Car Miles		Number of Passengers		Ratios Car Miles to Passengers
Per Mile of Road	Per Mile of Single Track	Total	Per Mile of Road		Per Mile of Road	Per Mile of Single Track	Total	Per Mile of Road	
1,130,000	428,767	11,550,000	1,582,102	.271	28.5	69.9	44,005,211	1,716,941	.219
3,130,000	1,098,825	11,550,000	1,582,102	.271	6.0	37.6	64,584,611	1,716,941	.228
4,100,000	1,822,222	19,001,750	2,884,312	.206	22.5	90.6	117,759,313	712,382	.204
1,024,000	202,830	6,875,602	1,064,458	.149	3.5	167.3	32,728,130	318,204	.273
1,770,126	376,622	12,940,801	2,733,383	.137	4.7	150.53	39,264,008	1,102,316	.273
3,742,507	303,948	19,446,477	1,836,472	.214	9.5	40.7	16,364,065	409,102	.400
2,596,526	320,559	12,132,639	1,497,856	.214	8.1	39.8	16,364,065	409,102	.400
409,102	97,813	80,847,269	2,005,012	.204	40.0	167.3			
Total all roads for ½ year									

TABLE IV.

Comparative Traffic Figures for One Year.

\* In order to compare the New York Subway with enterprises of a similar character, Table III is given, showing the result of six months' operation of the Subway of London, England. In Table IV the results of this six months' period ended June 30, 1908, have been doubled so as to show a period of one year, and these figures are compared to the corresponding results with the Interborough or New York Subway for the year ended June 30, 1908, with the results of the four Manhattan Elevated lines for the year ended June 30, 1908, and with the four Chicago Elevated Roads for the year 1907. It will be seen that the density of traffic of both cars and of passengers is nearly the same with both the Subway and the Elevated Lines in New York City. This density of traffic as indicated by the number of car miles and the number of passengers per mile of road is more than twice as heavy with the New York Subway as it is with the London tubes, and fully 50% greater than with the Chicago Elevated Roads. Each mile of track in the New York Subway is used on an average of three times as efficiently for moving both cars and passengers as is the case with the London Tubes, and on both the Elevated and Subway tracks of New York City there are also three times as many passengers moved each year as are handled on an average on each mile of single track of all of the Chicago Elevated Roads, including the Union Loop.



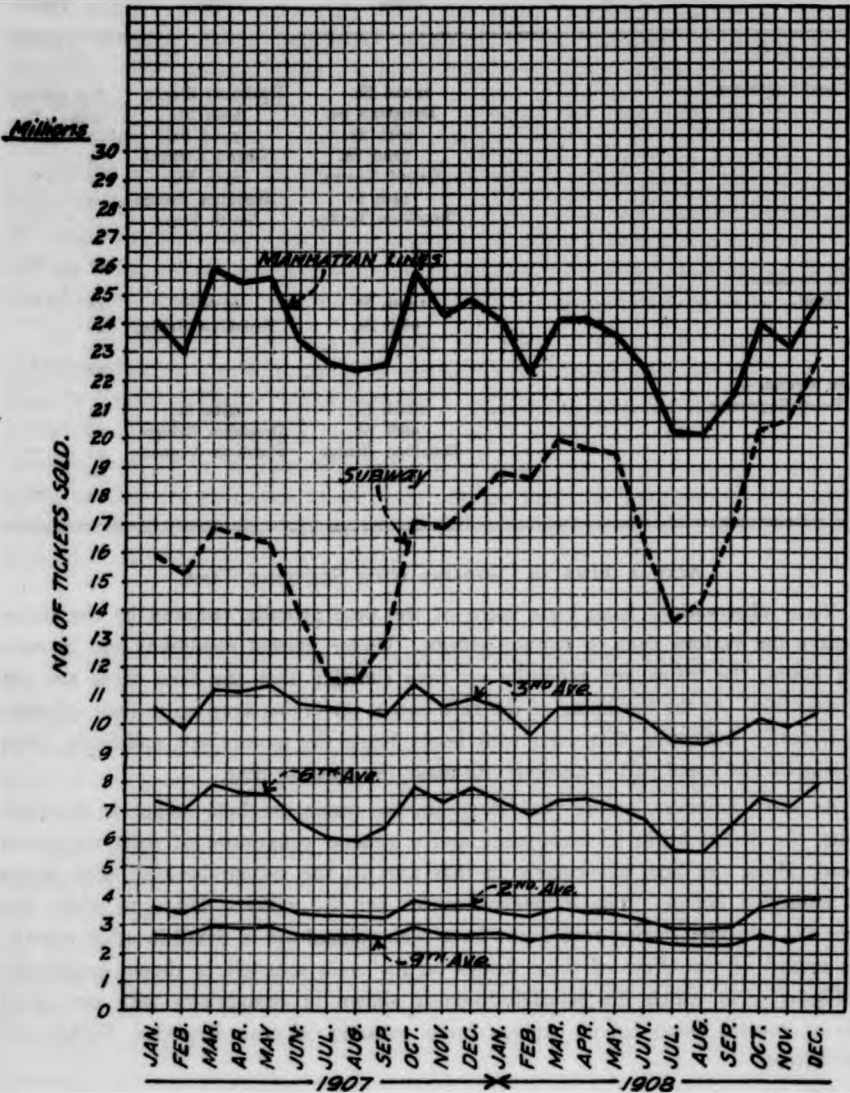


FIGURE 2.  
COMPARATIVE PASSENGER TRAFFIC BY MONTHS.  
Subway and Manhattan Elevated Roads.

The subway traffic has been steadily increasing. This diagram shows the comparative falling off of patronage during the summer months of the Elevated and the Subway lines.

TRAFFIC BY STATIONS.

The yearly ticket sales for the years 1906 and 1907 at the different stations are shown by Figure 3, the lightly shaded sections showing the sales for 1906 and the black sections representing the increase in sales during the year 1907, the distance from the base line to the top of the black sections thus representing the sales for 1907. This diagram represents at once therefore not only the relative ticket sales at the various stations but also shows the stations at which the business is increasing the fastest; for instance, it will be noted that the business at the Times Square station is increasing more rapidly than the business at the Grand Central Station, making it probable that the Times Square station may soon handle as many pay passengers as those who now purchase tickets at the Grand Central Station.

To show the geographical distribution of the Subway patrons, the relative ticket sales at various stations have been shown by means of circles upon the map, Plate II. This map indicates at once that the Lenox branch is much better patronized than the Broadway line and attention is at once attracted to the fact that the stations at the out-lying ends of both branches show comparatively the least number of ticket sales.

The opening of the Brooklyn extension to Borough Hall station on January 1st, 1908, and to Atlantic Avenue on May 1st, 1908, has decreased the number of ticket sales sold at the Brooklyn Bridge station by over 20% and at the same time has increased considerably the ticket sales at Bowling Green, Wall Street and Fulton Street. From present appearances the ticket sales during the year 1908 will be about 3,500,000 at Bowling Green, 10,000,000 at Fulton Street and 7,000,000 at Wall Street and these figures have been shown by the dotted circles at the respective stations in Plate II. The total increase in ticket sales at these three stations will show an increase of approximately 5,000,000 tickets during 1908 which will offset the falling off of ticket sales at Brooklyn Bridge. As a result the entire ticket sales on the Brooklyn side of the tubes under the East river may be taken as the measure of the influence of the Brooklyn extension on the earning power of the Subway. As near as the earnings can be estimated at present the ticket sales at the various Brooklyn stations after May 1, 1908, will be at about the following rates per year:

Borough Hall .....	7,500,000
Atlantic Avenue .....	9,500,000
Nevins Street .....	2,500,000
Hoyt Street .....	2,500,000

—or a total for the Brooklyn extension of 22,000,000 passengers per year. The passenger traffic to and from Brooklyn is a fortunate addition to the Subway business as a large portion of the Brooklyn passengers ride a comparatively short distance and in a direction opposite to the Manhattan load tending to use more effectively the return cars and thus cut down the proportion of empty seats.

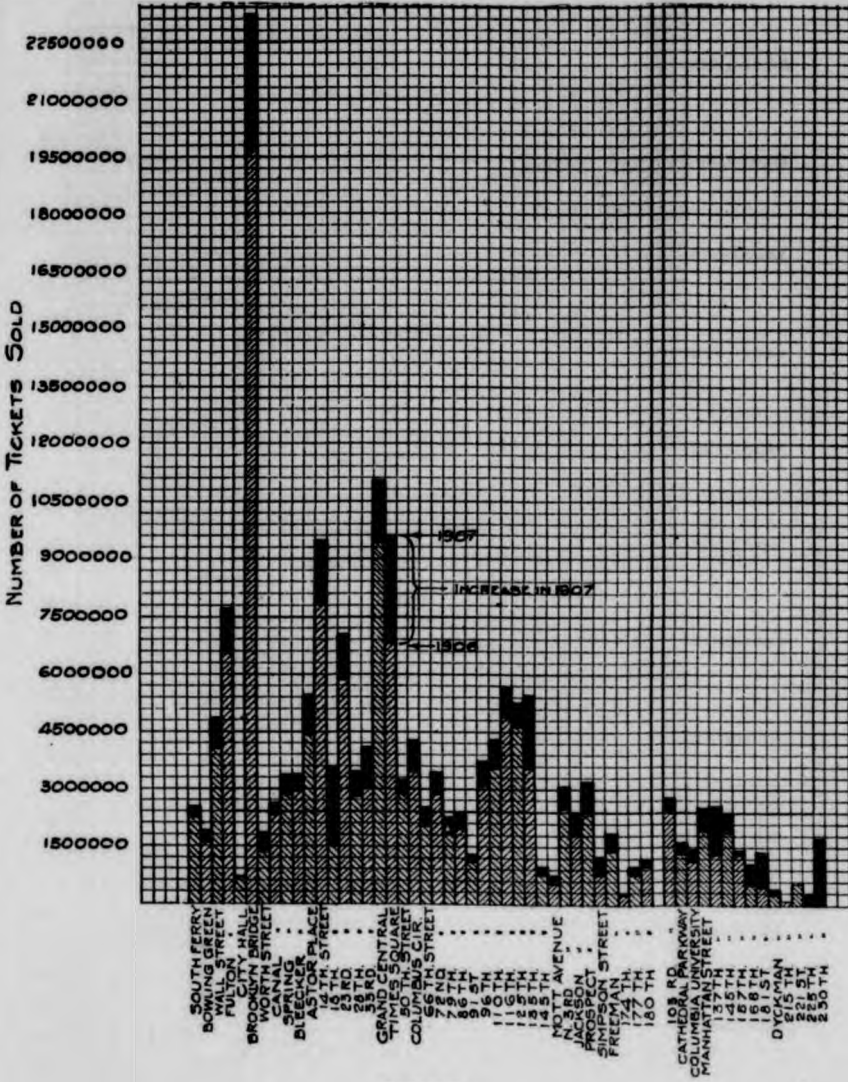


FIGURE 3.  
Yearly Ticket Sales by Stations by Years.

This diagram shows graphically the relative patronage from the stations on the "Broadway" and the "West Farms" branches and indicates the small amount of patronage served in the outlying districts.

MONTHLY VARIATIONS IN TRAFFIC.

Figure 4 shows the variation of ticket sales from month to month, which sales may, for the purpose of this report be taken as a measure of the passenger travel for the periods in question. The curves show a characteristic variation throughout the year, the lowest values occurring during July and August of each year and the highest during December.

Table V shows the percentage relation of the lowest and highest monthly values to the average monthly value for the corresponding year, and the ratio each year between the maximum month and the minimum month. It will be noticed that this latter ratio is decreasing; that is, that the falling off in patronage during the summer months is less evidenced each year.

TABLE V.

Showing comparison of number of passengers during month of heaviest travel and month of lightest travel with average travel:

Year	Monthly average	Lowest month	Percentage of monthly average	Highest month	Percentage of monthly average	Ratio of maximum month to minimum month
1905.....	9,684,109	6,070,908	62.7%	13,704,576	141.5%	2.25
1906.....	12,481,530	8,555,795	68.67%	15,609,516	125.1%	1.82
1907.....	15,202,000	11,550,000	76. %	17,750,000	116.8%	1.58

Figure 2 shows the number of tickets sold each month during 1907 and 1908 in the Subway system and also on each of the four Manhattan Elevated lines for the corresponding months. This diagram indicates plainly that the decrease in the traffic of the Subway during the summer months is much more marked than the decrease in patronage of the elevated roads during the same time. Some of the patrons of the Subway leave the city for the summer months while many other passengers who regularly ride in the Subway prefer the elevated and surface cars during the summer. While the Subway does not get its proportion of passengers during the summer months it more than makes up this loss in the winter months when riding in the Subway is more comfortable than in the surface or elevated cars.

DAILY VARIATION IN TRAFFIC.

Information with regard to the daily variation in traffic has not been shown as the ticket sales cannot be considered a measure of the number of passengers carried, since many persons acquire a small stock of tickets for convenience, thus apparently increasing the day's traffic. The effect of such practice on the apparent volume of traffic when considering periods of more than a day, however, is minimized to such an extent that it can be neglected. As a matter of general observation, it may be stated that the lightest traffic occurs on Sunday and the heaviest on Monday, the latter being due to the travel of shoppers attracted by the advertising in the Sunday papers.



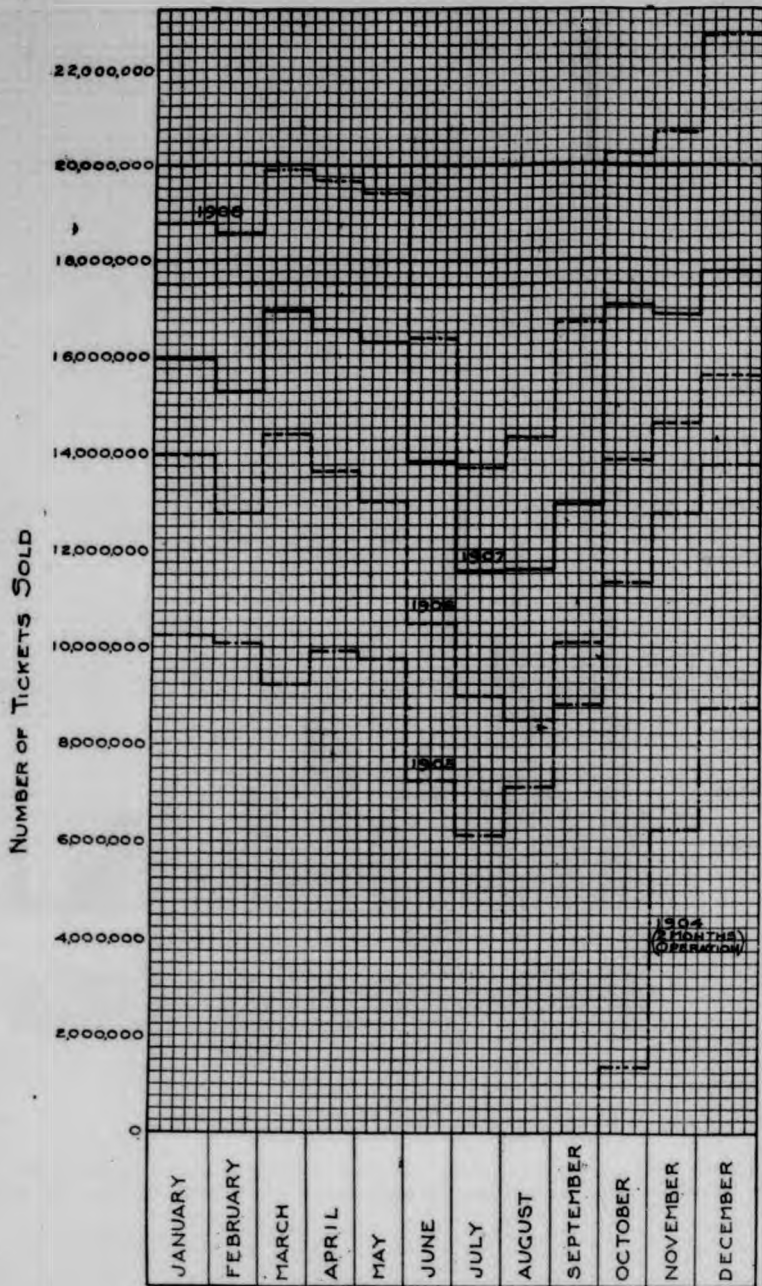


FIGURE 4.

Ticket Sales by Months for Years 1904 to 1908.

At the present time the Subway is carrying from 650,000 to 750,000 passengers per day. At the time of writing this report the heaviest record of ticket sales for one day was 886,000 on Monday, December 21, 1908.

Upon Sunday the traffic fluctuates between 350,000 and 450,000 passengers per day except in bad weather.

## DAILY SCHEDULES.

Upon ordinary week days the cars and trains are run upon pre-determined schedules. These schedules, as at present operated, dispatch the cars from five different points and the following table shows these routes together with the length of each route, the number of cars each way each day from each terminal, and the total length of time required to make a trip in one direction from one end of the route to the other.

TABLE VI.  
DETAILS OF TRAIN SCHEDULES.

	Length of route in miles	Cars each way each day	Minimum number of cars to maintain schedule	Total time to run one way, minutes
Broadway Lines—				
Local from 137th Street to Brooklyn Bridge....	8.55	954	90	33
Local-Express from 242d Street to South Ferry..	15.16	840	104	47
Local-Express from Dyckman Street to South Ferry.....	12.68	741	96	38
Lenox Avenue Line—				
Local from 145th Street to Brooklyn Bridge....	9.45	1,020	125	37
Local-Express from 180th Street to Atlantic Avenue, Brooklyn .....	17.52	1,726	278	50

The running or schedule time of the trains upon the various routes is shown by Table VII. These time cards only show the time for four routes, as the Dyckman Street Broadway express uses the same time card as the express leaving 242nd Street with the exception of the 8½ minute interval required to run from 242nd Street to Dyckman Street.

TABLE VII.  
TIME CARDS.

	From	To	Time
Broadway—			
Local.....	137th St.	96th St.	7 minutes
	96th St.	72nd St.	4½ "
	72nd St.	Grand Central	7 "
	Grand Central	14th St.	6 "
	14th St.	Brooklyn Bridge	8½ "
			33 "

	From	To	Time
Broadway—			
Local-Expresses.....	242nd St.	Dyckman Street	8½ minutes
	Dyckman St.	96th St.	17½ "
	96th St.	72nd St.	3 "
	72nd St.	Grand Central	5 "
	Grand Central	14th St.	4 "
	14th St.	Brooklyn Bridge	4 "
	Brooklyn Bridge	South Ferry	5 "
			47 "
Lenox Avenue—			
Local.....	145th St.	96th St.	11 "
	96th St.	Brooklyn Bridge	26 "
			37 "
Lenox Avenue—			
Local-Expresses.....	180th St.	96th St.	23 "
	96th St.	Brooklyn Bridge	16 "
	Brooklyn Bridge	Flatbush Avenue	11 "
			50 "

## ACTUAL TIME AS COMPARED WITH SCHEDULE TIME.

Many observations have been taken of the time actually required by the trains to make the various runs in regular service. Under normal conditions and in non-rush hours, the trains are generally on time showing that the time cards are not unreasonable. At the beginning of the rush hours, the trains keep up to their schedule satisfactorily, indicating that even with heavy loads the motors are sufficiently large to maintain the speed that is necessary to make the trips on time.

As soon, however, as the rush starts in, the trains are held longer at the platforms, the delays begin to accumulate and a general congestion of train movement spreads along the line, particularly in that part of the system between 96th Street and Brooklyn Bridge. The individual causes for the various delays to which the trains are subjected during rush hours have been pointed out in detail in other reports. One record of the effect of these delays on the train schedule is shown graphically by Figure 5 in which the schedule time is shown in comparison with the actual time of several north bound express trains running between Brooklyn Bridge and 96th Street.

The distance between these two stations is 6.43 miles and the regular running time from a start at Brooklyn Bridge to and including a stop at 96th street is 16 minutes. This results in a schedule of speed of 24 miles per hour if a 40-second station wait at 96th Street is included and 25 miles per hour if the time is counted from the time the train begins to leave the Brooklyn Bridge platforms until it comes to rest at the 96th Street station.

The prolonged station waits at the express stations, particularly at Grand Central station, however, and the delays due to the cross over at 96th Street, during rush hours and the consequent congestion due to the signal system cause constant

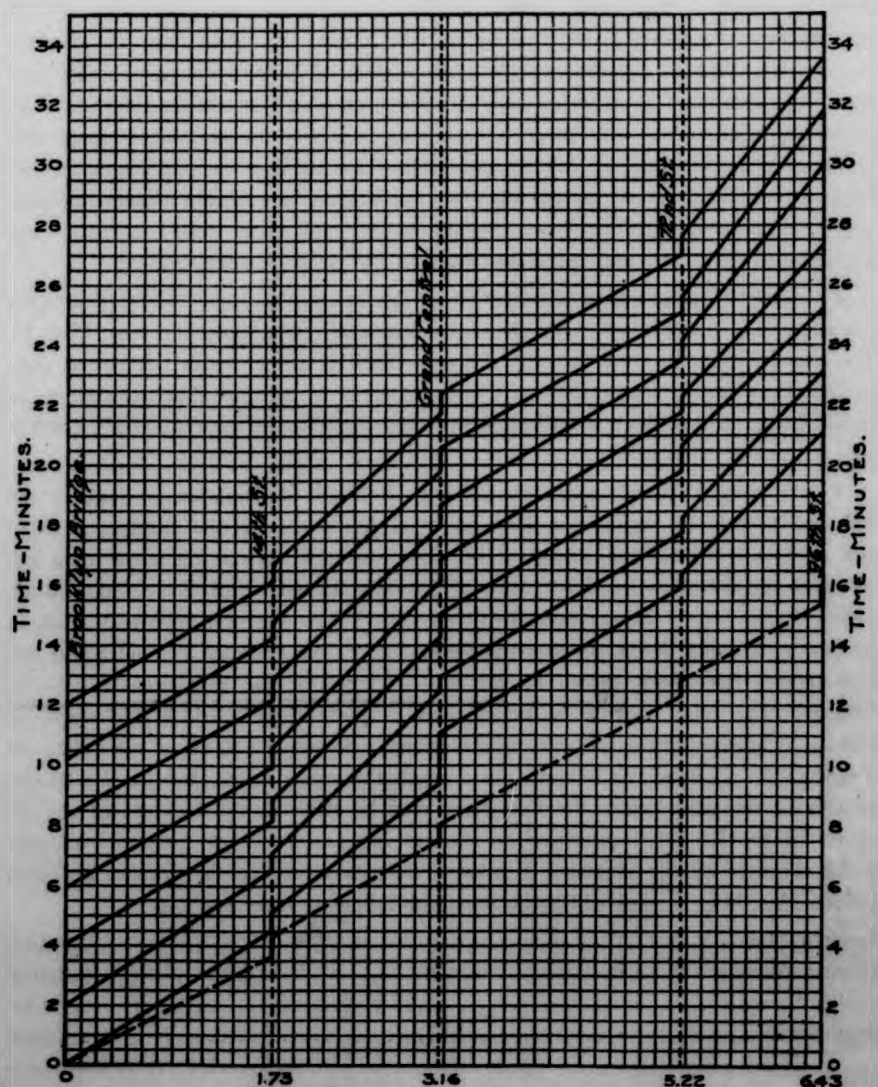


FIGURE 5.

DIAGRAM OF RUSH HOUR SCHEDULE (EXPRESS RUNS).

Showing Actual Time Compared with Time Table.

Solid lines show actual running times as found from tests made December 18, 1907. Broken line shows running time as per time table.



delays which rapidly accumulate until the actual running time from Brooklyn Bridge to 96th Street sometimes amounts to 21 minutes as shown by the diagram. The average speed of these delayed express trains is thus cut from 25 miles per hour to 18 miles and less per hour just at a time when the delays affect comparatively the greatest number of passengers.

Recent observations show that the improvements which have been made in the signal system have removed some of the causes for delay, and that the express trains are often moved during rush hours between Brooklyn Bridge and 96th Street at an average speed of 21 miles per hour, corresponding to a delay of about 2½ minutes behind schedule time, instead of a delay of 5 minutes as indicated above.

At the same time the express trains are being delayed a corresponding delay is taking place as a rule in the local service. The running time for the local trains between Brooklyn Bridge and 96th Street is 26 minutes, corresponding to an average speed of nearly 15 miles per hour. This run, however, during rush hours usually requires from 28 to 30 minutes, thus cutting down the average speed of the local trains to about 13 miles per hour, except during non-rush hours when the schedule is ordinarily maintained. The delays in the local service are due primarily to the prolonged station waits at the transfer stations.

GRAPHICAL RECORD OF TRAIN MOVEMENTS.

The trains are started from the various termini upon headways which vary from time to time during the day, and the number of cars constituting each train also changes once or twice during the day, an effort being made by these changes to reduce the number of cars operated over the line as the passenger traffic falls off during the non-rush hours and to send as many cars over each route as the capacity of the Subway will admit during the rush hour periods.

Since I have been making a study of the Subway four different schedules have been in operation; it having been necessary to change the schedule which was in operation during the Winter of 1907 to a new schedule upon the occasion of the opening of the Brooklyn extension to Borough Hall on January 10, 1908, and again the schedule was changed when the Brooklyn extension was opened to Atlantic Avenue on May 1, 1908. The last schedule was put in operation December 1, 1908.

Three schedules have been plotted graphically as shown in Figures 10 to 14 inclusive. Each of these diagrams shows:

- 1st—The number of cars in each train;
- 2nd—The headway in minutes between trains at different times of the day;
- 3rd—Resulting cars per minute leaving any given terminal.

The results of the first schedule have been indicated upon the charts by a heavy line, the results of the second schedule having been shown by a line shaded in one direction, and the results of the last schedule indicated by a light line shaded in another direction, as shown by the key.

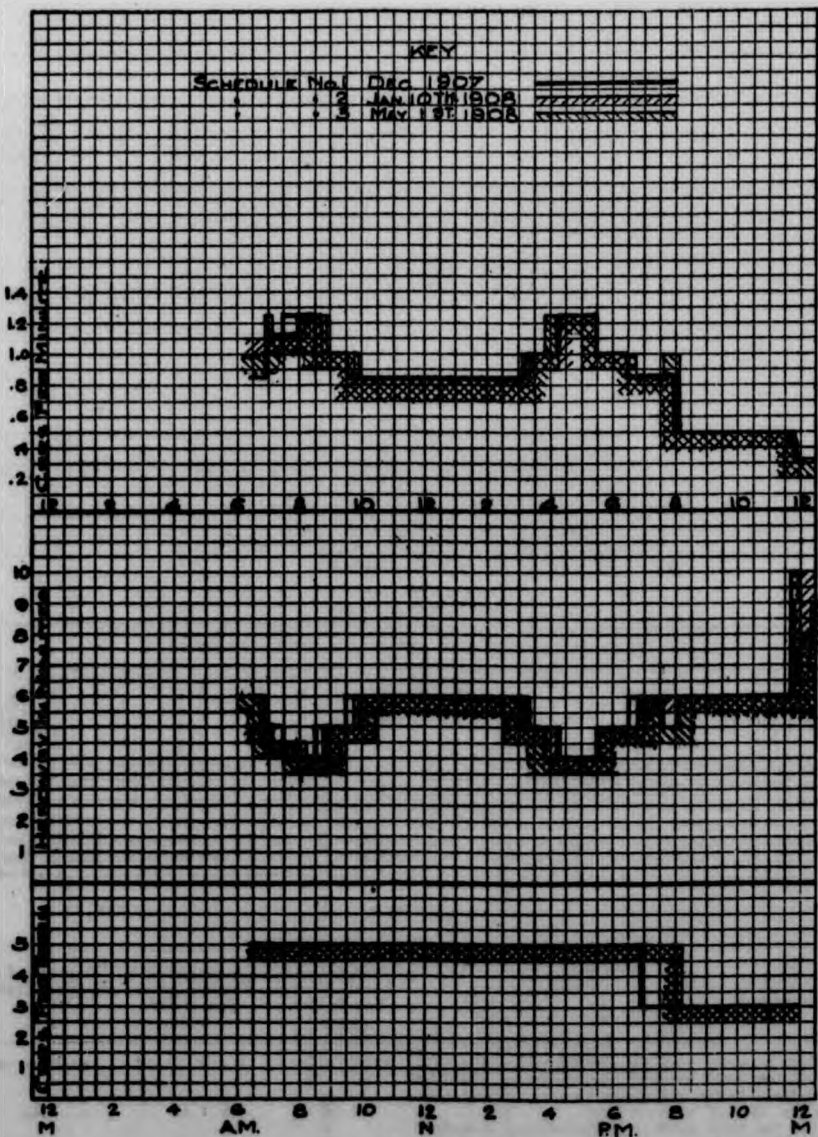


FIGURE 6.  
GRAPHICAL RECORD OF DAILY SCHEDULE.

Broadway Local Line from 137th Street to Brooklyn Bridge.

These charts indicate that very little change was made in the operation of the 137th Street local trains. The last two schedules call for the 5-car trains to be continued until 8:10 p. m., whereas the first schedule reduced the length of trains from 5 cars to 3 cars about 7:00 p. m.

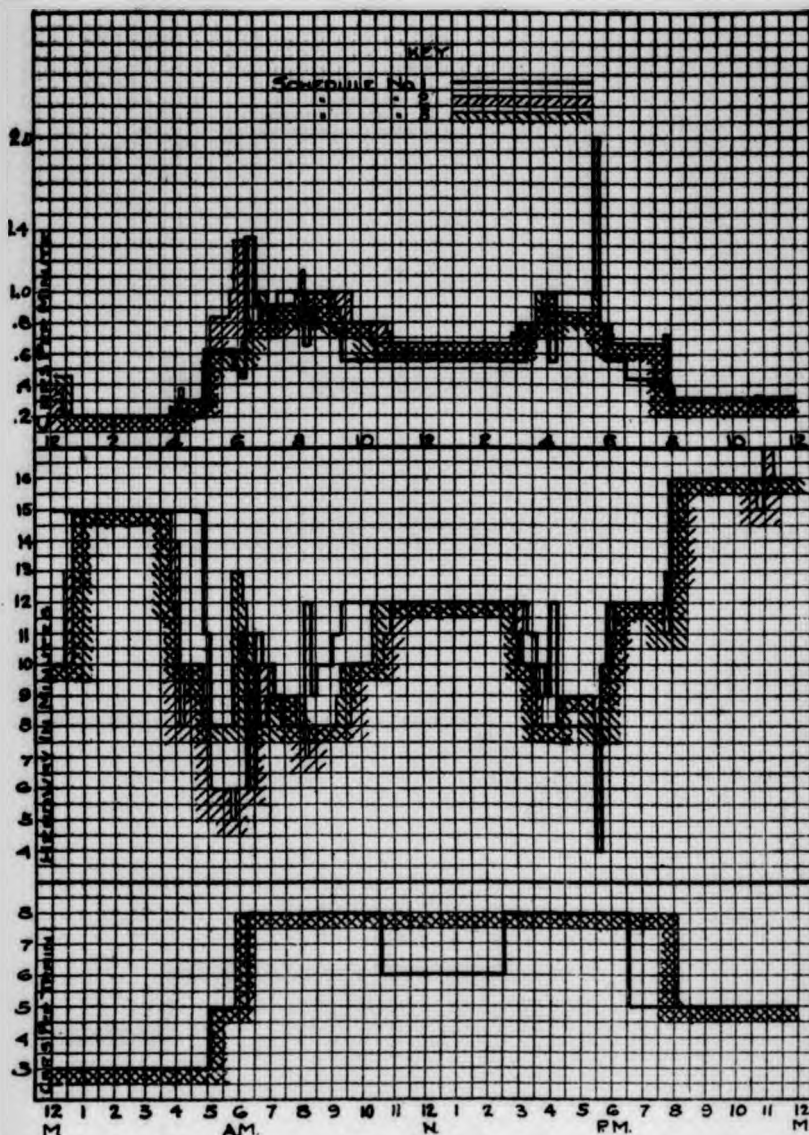


FIGURE 7.  
GRAPHICAL RECORD OF DAILY SCHEDULE.

Broadway Local Express from 230th Street to South Ferry.

It will be noted that the schedule put in operation on May 1st increased the headway of the trains leaving 230th Street between 5:00 a. m. and 6:15 a. m. from 6 minutes to 8 minutes. Otherwise the two last schedules are practically the same.

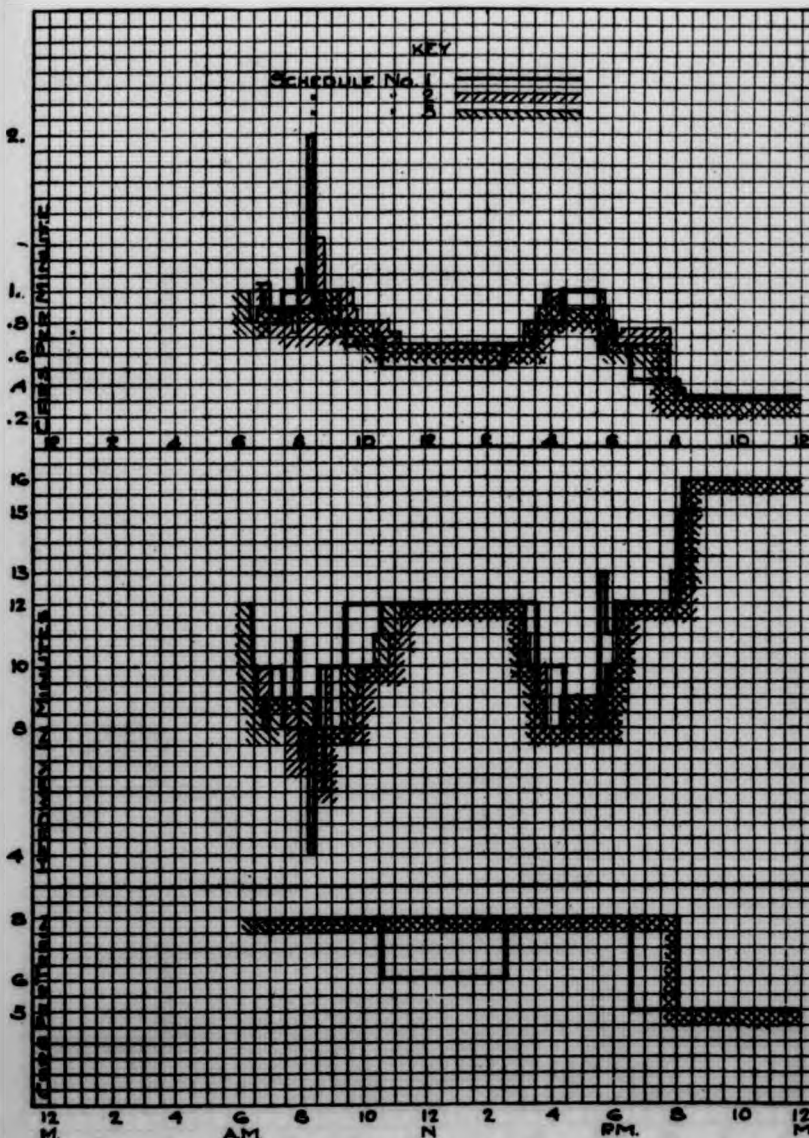


FIGURE 8.  
GRAPHICAL RECORD OF DAILY SCHEDULE.

Broadway Local Express from Dyckman Street to South Ferry and to Atlantic Avenue During Rush Hours.

It will be noted that the Dyckman Street express trains do not start in until 6:05 a. m. and that a number of Dyckman Street trains were cut off when the Brooklyn extension was opened to Atlantic Avenue on May 1, 1908, at which time the Dyckman Street trains were run through the Brooklyn tubes instead of around the South Ferry loop as previously.



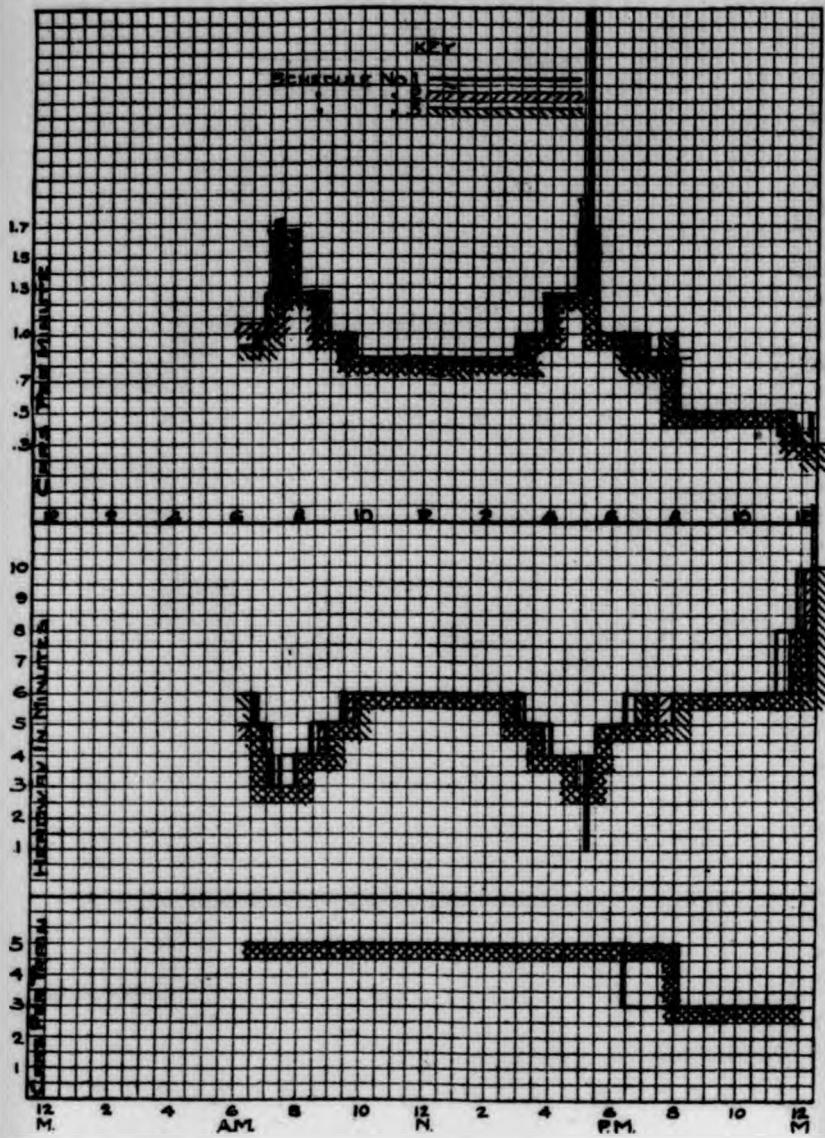


FIGURE 9.  
GRAPHICAL RECORD OF DAILY SCHEDULE.

Lenox Avenue Local Trains from 145th Street to Brooklyn Bridge.

Very few changes have been made in the operation of the 145th Street locals, the three schedules being similar. It will be noted that the schedules call for a three-minute headway during both the morning and the evening rush hours and that this headway is scheduled for nearly an hour in the morning but for much less time during the evening rush hour.

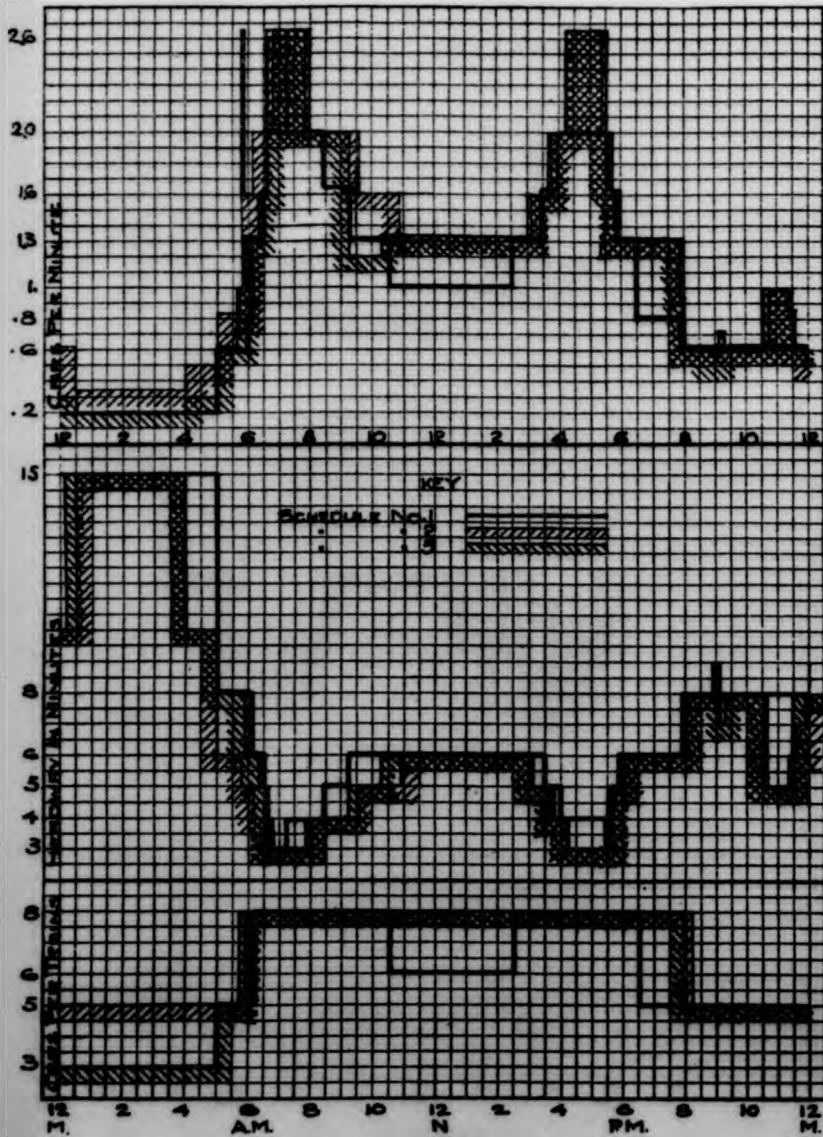


FIGURE 10.  
GRAPHICAL RECORD OF DAILY SCHEDULE.

Lenox Avenue Local Express Train from 180th Street to Flatbush Avenue.

It will be noted that this schedule calls for three-minute headway or twenty trains per hour during the rush hour periods and that the theatre rush was recognized by sending out a number of additional trains between 10:30 p. m. and 11:30 p. m. The schedule put in operation on May 1st at the time the Dyckman Street-Broadway trains were first sent through the Brooklyn tubes shows that a number of the Lenox Avenue express trains were taken out of service particularly between 9:15 a. m. and 10:30 a. m.

STUDY OF PASSENGER MOVEMENT ON INDIVIDUAL TRAINS.

Observers were placed on different trains during various days and in the rush hour periods to count the passengers getting on and off at the various stations in order to determine

- a—Location and extent of the standing load;
- b—Average length of travel of passengers on the express and the local trains;
- c—Relative carrying efficiency of the express and the local trains;
- d—Distribution of passengers throughout the different cars of the trains.

The trains chosen for these observations were 8 local trains during various days in February and March, 1908, and 10 express trains during January and February, 1908. Subsequently when the Subway system was extended to 242d Street and the Brooklyn extension was opened to Atlantic Avenue, observations were made on 6 additional express trains in order to measure the influence of the fall traffic and the longer runs due to the two extensions upon the averages already obtained.

The results of the detailed observations have been plotted and shown in Figures 11 to 39 inclusive.

To each diagram has been appended a description showing the number of passengers boarding the train, the greatest number on the train at any one time, the time lost between Brooklyn Bridge and 96th Street and the average length of passenger travel. Attention is also called to the characteristics of the passenger movement in each case.

The information in regard to the trains which were observed during January, February and March, 1908, is shown by Table VIII.

The information in regard to the trains which were observed during October, 1908, is shown by Table IX.

The comparison of the local trains with the express trains and also the comparison between the express trains during January and February, 1908, and during October, 1908, is shown by Table X.

A study of the figures in these tables and of the diagrams showing the passenger movement with each individual train will show the following conclusions:

a—Taking an average of eight local trains, the total number of passengers carried on each trip averaged 2.58 times the maximum number carried on the train at any one time while with the ten express trains first taken this ratio averaged but 1.62, and with the six express trains in October, 1908, this ratio averaged 1.64. These figures indicate that the local trains are used to much better advantage than the express trains.

b—The ratio of the total number of passengers boarding the train to the number of seats in the train shows that these local trains carried 4.36 passengers for every seat while the express trains carried 3.24 and 3.62 passengers per seat, thus showing again that the seating capacity of the locals is used more efficiently than the seating capacity of the express trains.

c—The ratio of the number of passengers in the train at the time of maximum load to the total number of seats provided which indicates the comparative crowding of the trains is less with the local trains (1.71) than with the express trains which show averages of 2.17 passengers and 2.20 passengers per seat in the trains at points of heaviest loading.

d—The average distance traveled by passengers on local trains, taking the results of the eight local trains shown by the table, was found to be slightly more than two miles and the average distance traveled by passengers on the ten express trains studied was found to be 5.5 miles and of the later six express trains to be 5.75 miles, thus indicating the extent to which the local trains get the benefit of the short haul passengers and also the extent of the burden of the long haul passengers upon the express trains.

e—The average length of passenger haul on the express trains is gradually increasing as the road is added to and as the outlying districts become built up. The total number of passengers entering a train is a measure of its earning power, whereas the number of car miles traveled by the train is a measure of the expense involved in moving the passengers; therefore, if the number of passengers upon any train is divided by the number of car miles made by the train in making a trip in one direction, the result will be the average number of passengers per car mile, and the higher this result, the greater will be what might be called the earning power of the train. This ratio for the eight local trains shows 26 passengers per car mile, whereas the result from the express trains shows 12.6 and 11.4 passengers per car mile, thus indicating that during rush hours the locals have an earning power equal to fully twice that of the express trains.

TABLE VIII.

RECAPITULATION OF TRAFFIC DATA																			
No.	Train	Direction	Stations	Terminals		Leaving Time	Date	Passenger Movement			Time Lost Between Brooklyn Bridge and 96th Street	Passenger Movement			Time Lost Between Brooklyn Bridge and 96th Street	Passenger Movement			Time Lost Between Brooklyn Bridge and 96th Street
				From	To			Boarding	Alighting	On Train		Boarding	Alighting	On Train		Boarding	Alighting	On Train	
1	Local	North	Brooklyn Bridge to City Hall	Brooklyn Bridge	City Hall	10:10 A.M.	Jan. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
2	Local	South	City Hall to Brooklyn Bridge	City Hall	Brooklyn Bridge	10:20 A.M.	Jan. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
3	Express	North	Brooklyn Bridge to South Ferry	Brooklyn Bridge	South Ferry	10:30 A.M.	Jan. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
4	Express	South	South Ferry to Brooklyn Bridge	South Ferry	Brooklyn Bridge	10:40 A.M.	Jan. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
5	Express	North	Brooklyn Bridge to South Ferry	Brooklyn Bridge	South Ferry	10:50 A.M.	Jan. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
6	Express	South	South Ferry to Brooklyn Bridge	South Ferry	Brooklyn Bridge	11:00 A.M.	Jan. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
7	Express	North	Brooklyn Bridge to South Ferry	Brooklyn Bridge	South Ferry	11:10 A.M.	Jan. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
8	Express	South	South Ferry to Brooklyn Bridge	South Ferry	Brooklyn Bridge	11:20 A.M.	Jan. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
9	Express	North	Brooklyn Bridge to South Ferry	Brooklyn Bridge	South Ferry	11:30 A.M.	Jan. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
10	Express	South	South Ferry to Brooklyn Bridge	South Ferry	Brooklyn Bridge	11:40 A.M.	Jan. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
11	Local	North	Lenox Ave. to City Hall	Lenox Ave.	City Hall	11:50 A.M.	Jan. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
12	Local	South	City Hall to Lenox Ave.	City Hall	Lenox Ave.	12:00 P.M.	Jan. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
13	Express	North	Lenox Ave. to South Ferry	Lenox Ave.	South Ferry	12:10 P.M.	Jan. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
14	Express	South	South Ferry to Lenox Ave.	South Ferry	Lenox Ave.	12:20 P.M.	Jan. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
15	Express	North	Lenox Ave. to South Ferry	Lenox Ave.	South Ferry	12:30 P.M.	Jan. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
16	Express	South	South Ferry to Lenox Ave.	South Ferry	Lenox Ave.	12:40 P.M.	Jan. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
17	Express	North	Lenox Ave. to South Ferry	Lenox Ave.	South Ferry	12:50 P.M.	Jan. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
18	Express	South	South Ferry to Lenox Ave.	South Ferry	Lenox Ave.	1:00 P.M.	Jan. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
19	Express	North	Lenox Ave. to South Ferry	Lenox Ave.	South Ferry	1:10 P.M.	Jan. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
20	Express	South	South Ferry to Lenox Ave.	South Ferry	Lenox Ave.	1:20 P.M.	Jan. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
21	Express	North	Lenox Ave. to South Ferry	Lenox Ave.	South Ferry	1:30 P.M.	Jan. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
22	Express	South	South Ferry to Lenox Ave.	South Ferry	Lenox Ave.	1:40 P.M.	Jan. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10

TABLE IX.

RECAPITULATION OF TRAFFIC DATA																			
No.	Train	Direction	Stations	Terminals		Leaving Time	Date	Passenger Movement			Time Lost Between Brooklyn Bridge and 96th Street	Passenger Movement			Time Lost Between Brooklyn Bridge and 96th Street	Passenger Movement			Time Lost Between Brooklyn Bridge and 96th Street
				From	To			Boarding	Alighting	On Train		Boarding	Alighting	On Train		Boarding	Alighting	On Train	
23	Express	North	Brooklyn Bridge to South Ferry	Brooklyn Bridge	South Ferry	1:50 P.M.	Oct. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
24	Express	South	South Ferry to Brooklyn Bridge	South Ferry	Brooklyn Bridge	2:00 P.M.	Oct. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
25	Express	North	Brooklyn Bridge to South Ferry	Brooklyn Bridge	South Ferry	2:10 P.M.	Oct. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
26	Express	South	South Ferry to Brooklyn Bridge	South Ferry	Brooklyn Bridge	2:20 P.M.	Oct. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
27	Express	North	Brooklyn Bridge to South Ferry	Brooklyn Bridge	South Ferry	2:30 P.M.	Oct. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
28	Express	South	South Ferry to Brooklyn Bridge	South Ferry	Brooklyn Bridge	2:40 P.M.	Oct. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
29	Express	North	Brooklyn Bridge to South Ferry	Brooklyn Bridge	South Ferry	2:50 P.M.	Oct. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10
30	Express	South	South Ferry to Brooklyn Bridge	South Ferry	Brooklyn Bridge	3:00 P.M.	Oct. 10, 1908	10	10	10	10	10	10	10	10	10	10	10	10

TABLE X.

	Average of 8 Local Trains Feb. & Mar. 1908.	Average of 10 Express Trains Jan. & Feb. 1908.	Average of 6 Express Trains October, 1908.
Time lost between 96th St. and Brooklyn Bridge..	6 min. 20 sec.	5 min. 52 sec.	2 min. 27 sec.
Ratio of the total number of passengers boarding the train to the maximum number on the train at the time of heaviest load.....	2.58	1.62	1.64
Ratio of the total number of passengers boarding the train to the number of seats provided.....	4.36	3.24	3.62
Ratio of the maximum number of passengers on the train at the time of heaviest load to the number of seats provided.....	1.71	2.17	2.20
Average length of trip of each passenger, miles...	2.08	5.52	5.75
Average number of passengers per car.....	53	69.5	68.5
Average number of passengers per car mile.....	26	12.6	11.4



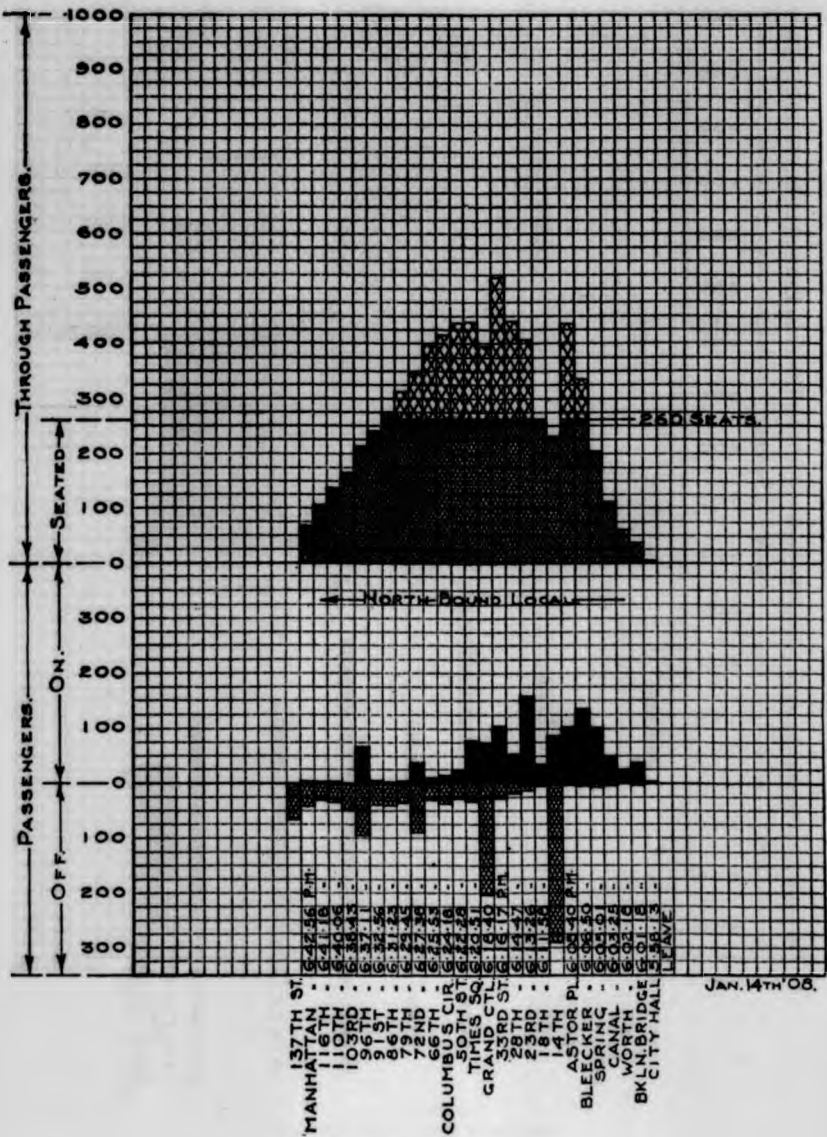


FIGURE 11.  
BROADWAY LOCAL.  
Leaving City Hall for 137th Street at 5:58 P. M.  
January 14, 1908.

Total number of passengers..... 1213  
Greatest number of passengers at any one time..... 521  
Length of time from Brooklyn Bridge to 96th Street..... 35 min. 53 sec.  
Time lost between Brooklyn Bridge and 96th Street..... 9 min. 53 sec.  
Average length of passenger travel..... 2.09 miles  
This diagram indicates characteristics of north bound local trains during the evening rush hours. Standing passengers appear at Bleeker Street and Astor Place, but the exodus of passengers at 14th Street empties the train of the standing passengers. The largest number of passengers boarded this local train at 23rd Street and there were standing passengers until the train reached 86th Street.

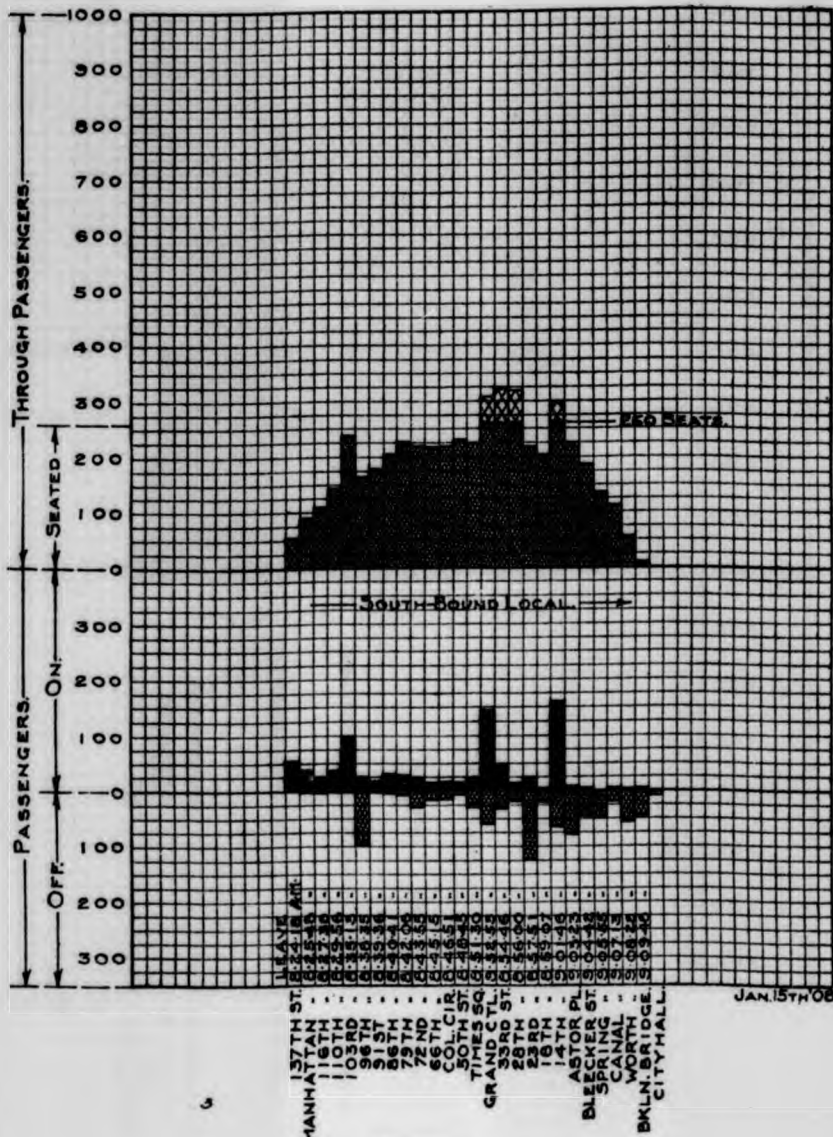


FIGURE 13.  
BROADWAY LOCAL.  
Leaving 137th Street for City Hall at 8:24 A. M.  
January 15, 1908.

Total number of passengers..... 850  
Greatest number of passengers at any one time..... 323  
Length of time from 96th Street to Brooklyn Bridge..... 28 min. 47 sec.  
Time lost between 96th Street and Brooklyn Bridge..... 2 min. 47 sec.  
Average length of passenger travel..... 1.97 miles  
This diagram indicates that the local trains, running south during the morning rush hours are not loaded to as great an extent as the evening local trains running in the opposite direction. Standing passengers appeared upon this train only between Grand Central and 23rd Street stations and a few between 14th Street and Astor Place.

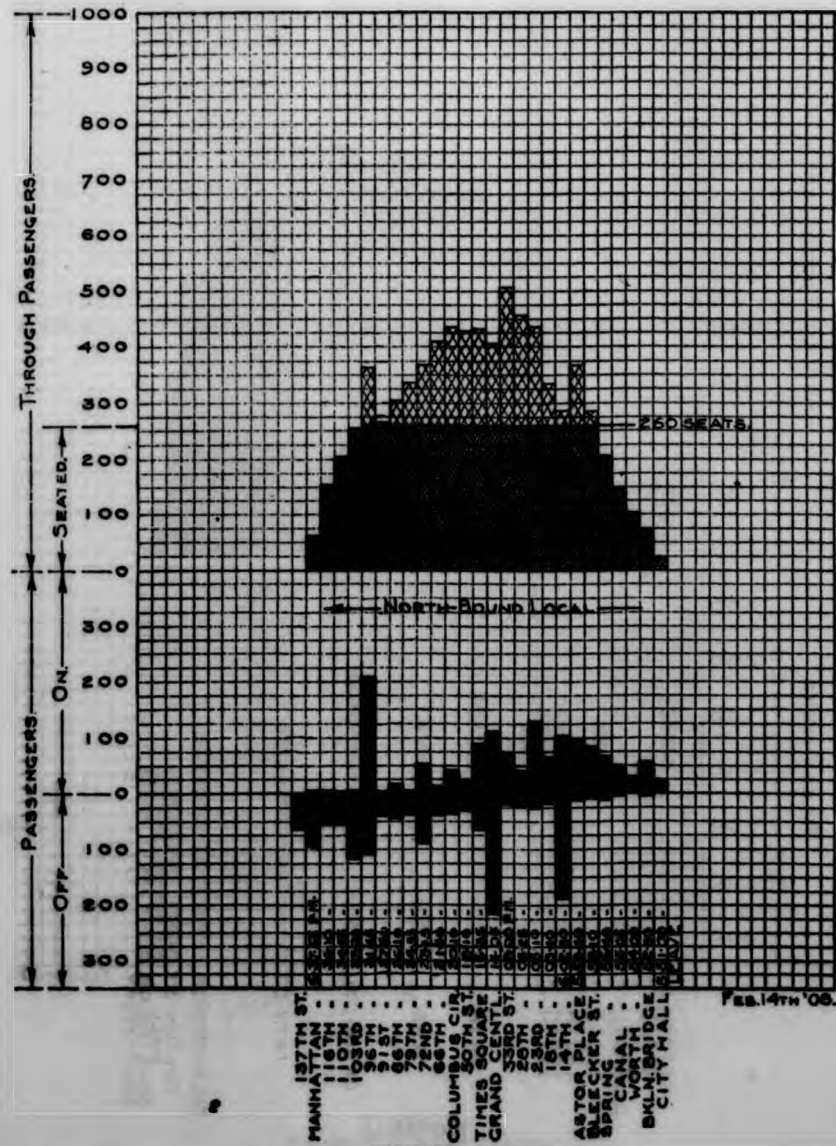


FIGURE 12.  
BROADWAY LOCAL.  
Leaving City Hall for 137th Street at 5:51 P. M.  
February 14, 1908.

Total number of passengers..... 1395  
Greatest number of passengers at any one time..... 507  
Length of time from Brooklyn Bridge to 96th Street..... 39 min. 15 sec.  
Time lost between Brooklyn Bridge and 96th Street..... 13 min. 15 sec.  
Average length of passenger travel..... 1.9 miles  
This diagram plotted from information taken one month later than the previous figure shows the same characteristics with the exception that fewer passengers left the train at 14th Street and a greater number boarded the train at 96th Street. This train was slightly more efficient than the train shown by Figure 11, as the length of travel was less and there was a greater number of passen-

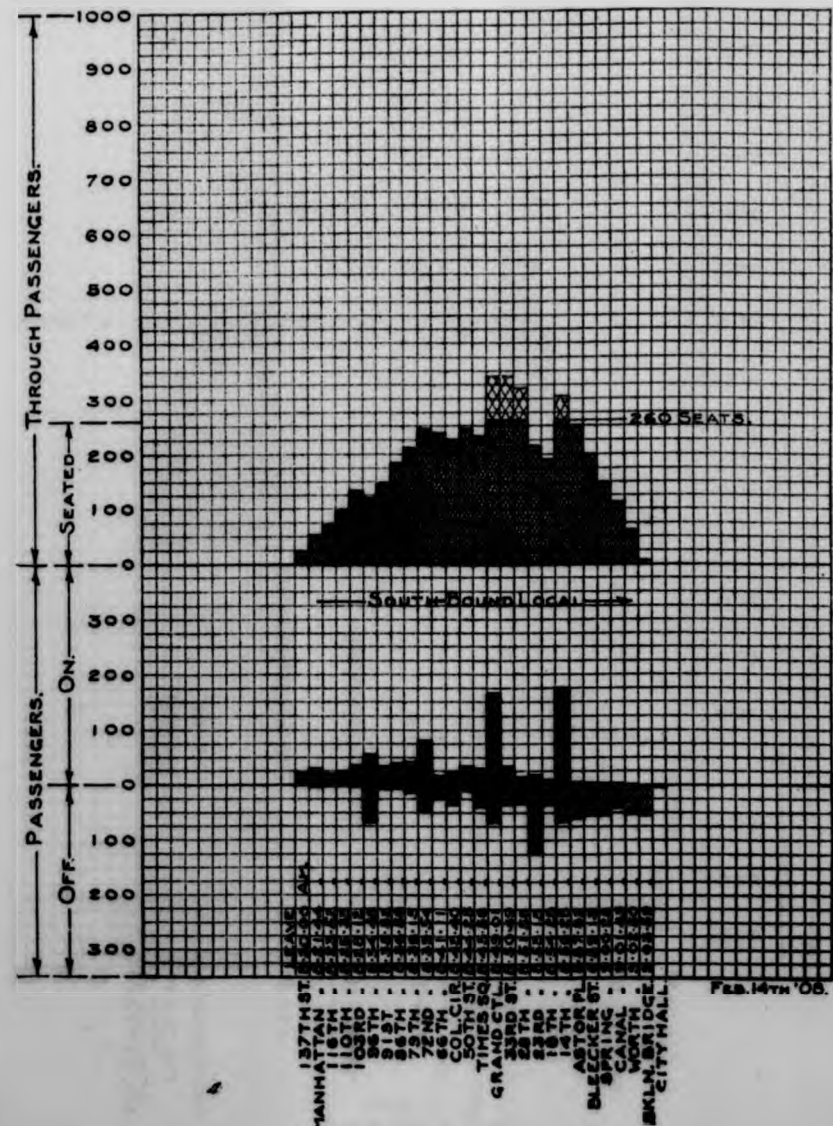


FIGURE 14.  
BROADWAY LOCAL.  
Leaving 137th Street for City Hall at 8:20 A. M.  
February 14, 1908.

Total number of passengers..... 922  
Greatest number of passengers at any one time..... 337  
Length of time from 96th Street to Brooklyn Bridge..... 29 min. 11 sec.  
Time lost between 96th Street and Brooklyn Bridge..... 3 min. 11 sec.  
Average length of passenger travel..... 1.76 miles  
The data secured for this train taken one month later than those for Figure 13 show almost precisely the same characteristics, indicating that these south bound local trains at this time during morning rush hours were not over crowded and were being used efficiently.



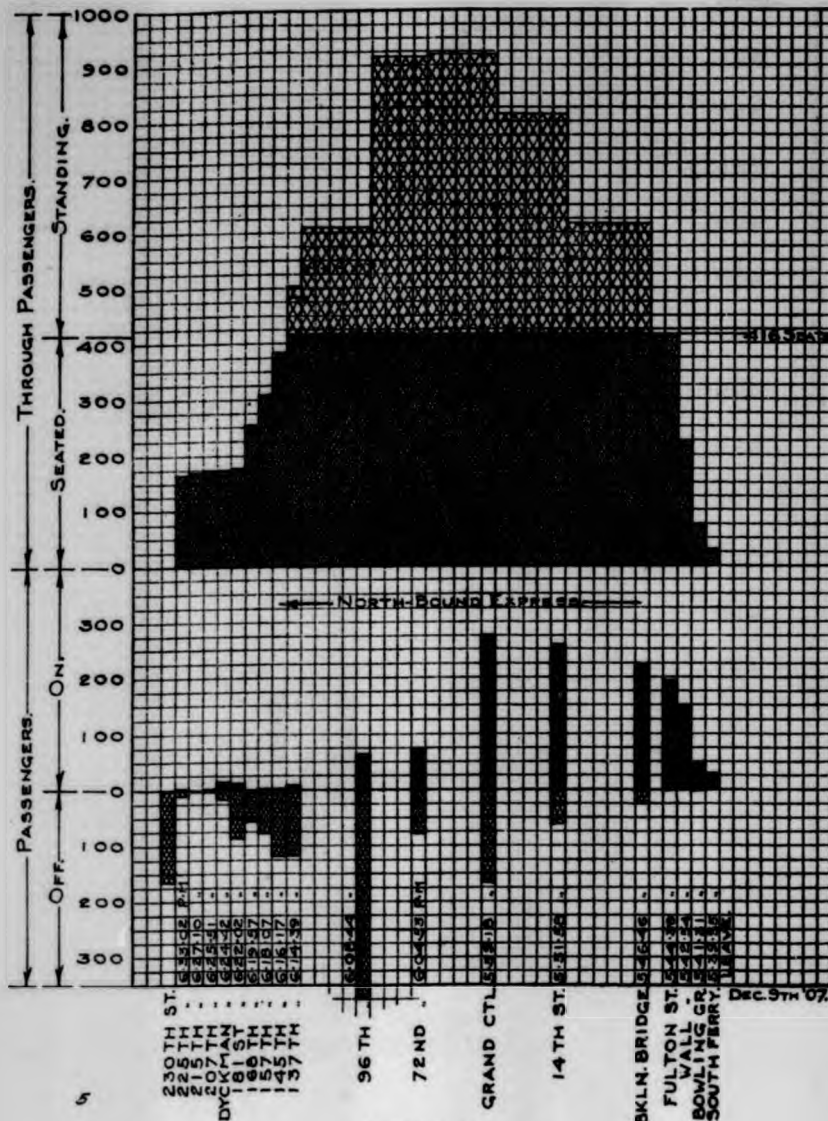


FIGURE 15.  
BROADWAY KINGSBRIDGE EXPRESS.  
Leaving South Ferry for 230th Street at 5:39 P. M.  
December 9, 1907.

Total number of passengers..... 1350  
Greatest number of passengers at any one time..... 922  
Length of time from Brooklyn Bridge to 96th Street..... 21 min. 58 sec.  
Time lost between Brooklyn Bridge and 96th Street..... 5 min. 58 sec.  
Average length of passenger travel..... 5.875 miles  
This diagram which was prepared before the Brooklyn Extension was opened shows an excessive number of standing passengers and indicates that standing passengers appear at Brooklyn Bridge and that large additions were made to the standing load at 14th Street and Grand Central stations, congestion being somewhat relieved by a large number of passengers leaving the train at 96th Street many of whom transferred to a local or Dyckman Street express, as this train did not stop at 103rd Street, 110th Street, 116th Street or Manhattan Street stations.

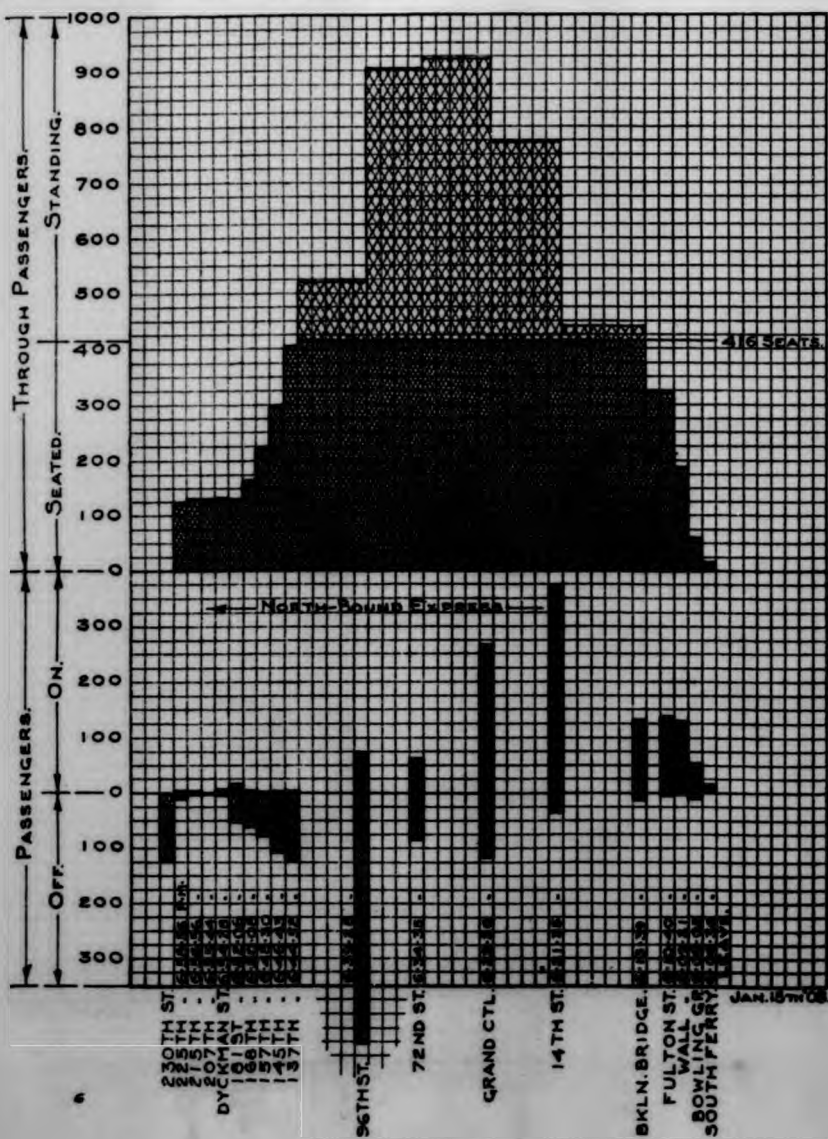


FIGURE 16.  
BROADWAY KINGSBRIDGE EXPRESS.  
Leaving South Ferry for 230th Street at 6:06 P. M.  
January 15, 1908.

Total number of passengers..... 1280  
Greatest number of passengers at any one time..... 922  
Length of time from Brooklyn Bridge to 96th Street..... 25 min. 49 sec.  
Time lost between Brooklyn Bridge and 96th Street..... 9 min. 49 sec.  
Average length of passenger travel..... 5.47 miles  
The information for this diagram was obtained after the Brooklyn extension had been opened and indicates at once the falling off in the number of passengers boarding trains at Brooklyn Bridge. There was a comparatively larger number of passengers boarding this train at 14th Street and leaving again at 96th Street than was shown by the previous diagram, otherwise the characteristics are the

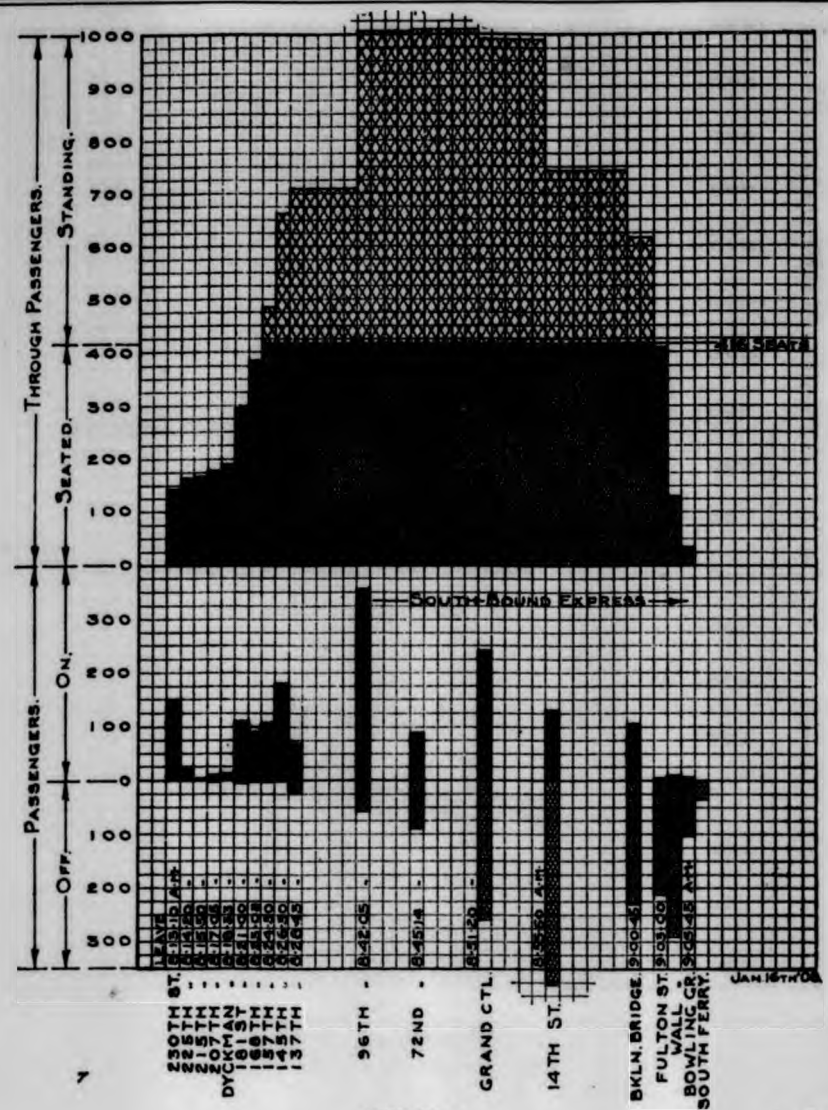


FIGURE 17.  
BROADWAY KINGSBRIDGE EXPRESS.  
Leaving 230th Street for South Ferry at 8:13 A. M.  
January 16, 1908.

Total number of passengers..... 1683  
Greatest number of passengers at any one time..... 1008  
Length of time from 96th Street to Brooklyn Bridge..... 18 min. 40 sec.  
Time lost from 96th Street to Brooklyn Bridge..... 2 min. 40 sec.  
Average length of passenger travel..... 5.48 miles  
This diagram shows the appearance of standing passengers at 168th Street and large additions to the load at 96th Street due largely to passengers who had been collected by the local trains making intermediate stops between 137th Street and 96th Street. Some of the passengers were standing until the train reached Fulton Street. A larger number of passengers left the train at 14th Street than at any other station, as shown also by previous diagrams indicating that with express trains the peak of the standing load appears between 96th Street and 14th Street.

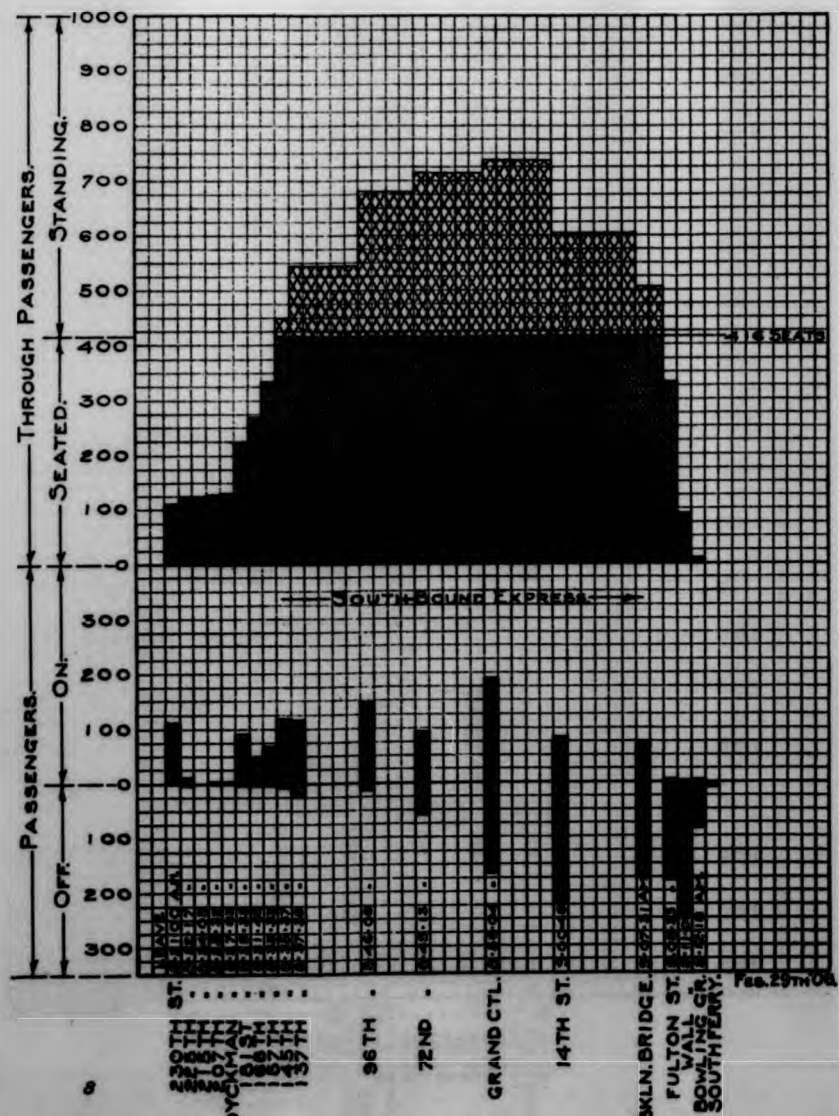


FIGURE 18.  
BROADWAY KINGSBRIDGE EXPRESS.  
Leaving 230th Street for South Ferry at 8:21 A. M.  
February 29, 1908.

Total number of passengers..... 1171  
Greatest number of passengers at any one time..... 738  
Length of time from 96th Street to Brooklyn Bridge..... 21 min. 23 sec.  
Time lost from 96th Street to Brooklyn Bridge..... 5 min. 23 sec.  
Average length of passenger travel..... 5.8 miles  
This diagram shows the same characteristics as the previous Kingsbridge express diagrams in that few additions are made to the load secured at 230th Street until the train reaches 181st Street; that is, four coaches would carry all of the passengers comfortably from 230th Street to 181st Street and the eight coaches comprising the train are not uncomfortably loaded until the train reaches 14th Street. At the end of the route however the trains have a standing load until they reach







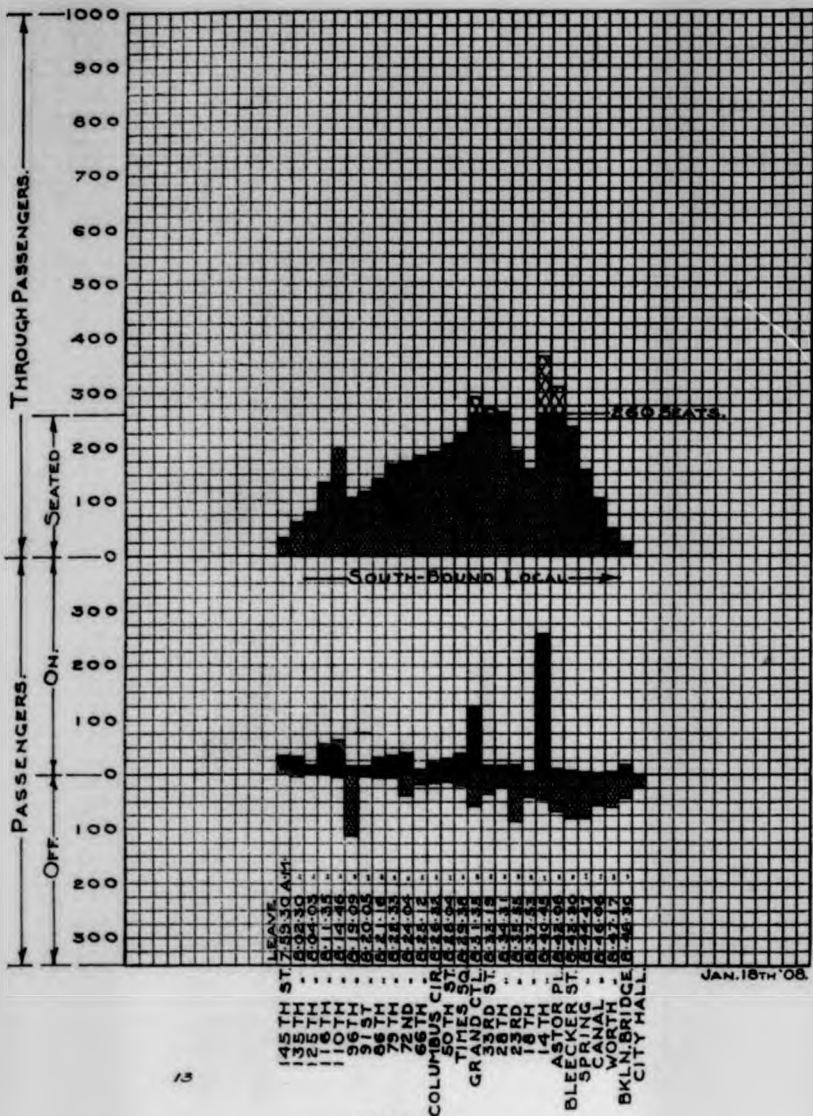


FIGURE 23.  
LENOX AVENUE LOCAL.  
Leaving 145th Street for City Hall at 7:59 A. M.  
January 18, 1908.

Total number of passengers..... 915  
Greatest number of passengers at any one time..... 366  
Length of time from 96th Street to Brooklyn Bridge..... 29 min. 21 sec.  
Time lost between 96th Street and Brooklyn Bridge..... 3 min. 21 sec.  
Average length of passenger travel..... 1.838 miles  
This diagram when compared with the one shown in Figure 24 indicates at once that the south bound local trains are not so crowded as the north bound trains and that there are seats for all until 14th Street is reached and then the standing load is comparatively small and lasts but for one or two stations. The time schedule shows that these trains are operated much nearer the schedule than the north bound trains during evening rush hours.

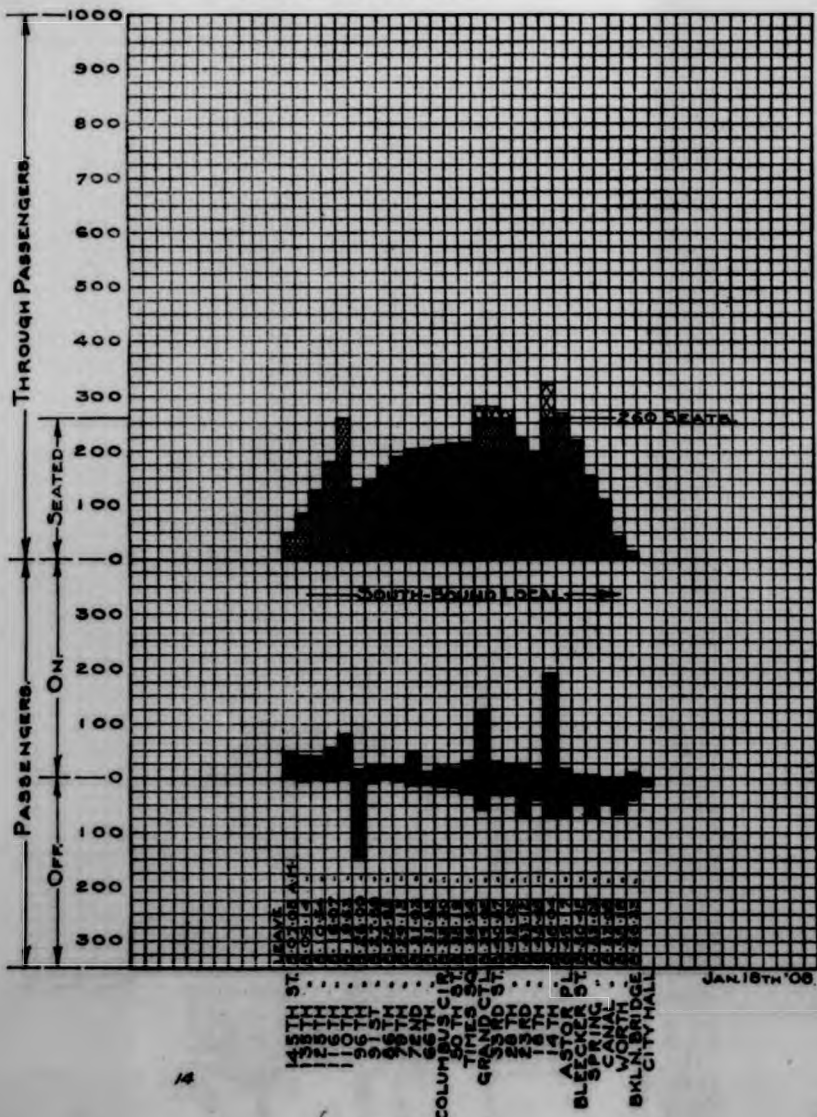


FIGURE 24.  
LENOX AVENUE LOCAL.  
Leaving 145th Street for City Hall at 8:07 A. M.  
January 18, 1908.

Total number of passengers..... 913  
Greatest number of passengers at any one time..... 319  
Length of time from 96th Street to Brooklyn Bridge..... 30 min. 33 sec.  
Time lost between 96th Street and Brooklyn Bridge..... 4 min. 33 sec.  
Average length of passenger travel..... 1.825 miles  
This diagram shows the same characteristics as the previous diagram indicating that the south bound local trains act as a collecting agency north of 96th Street and a distributing agency south of 96th Street and that although a large number of passengers are handled by one 5-car train, a constant movement of passengers in at one station and out at the next few stations prevents the accumulation of a standing load except during short intervals.

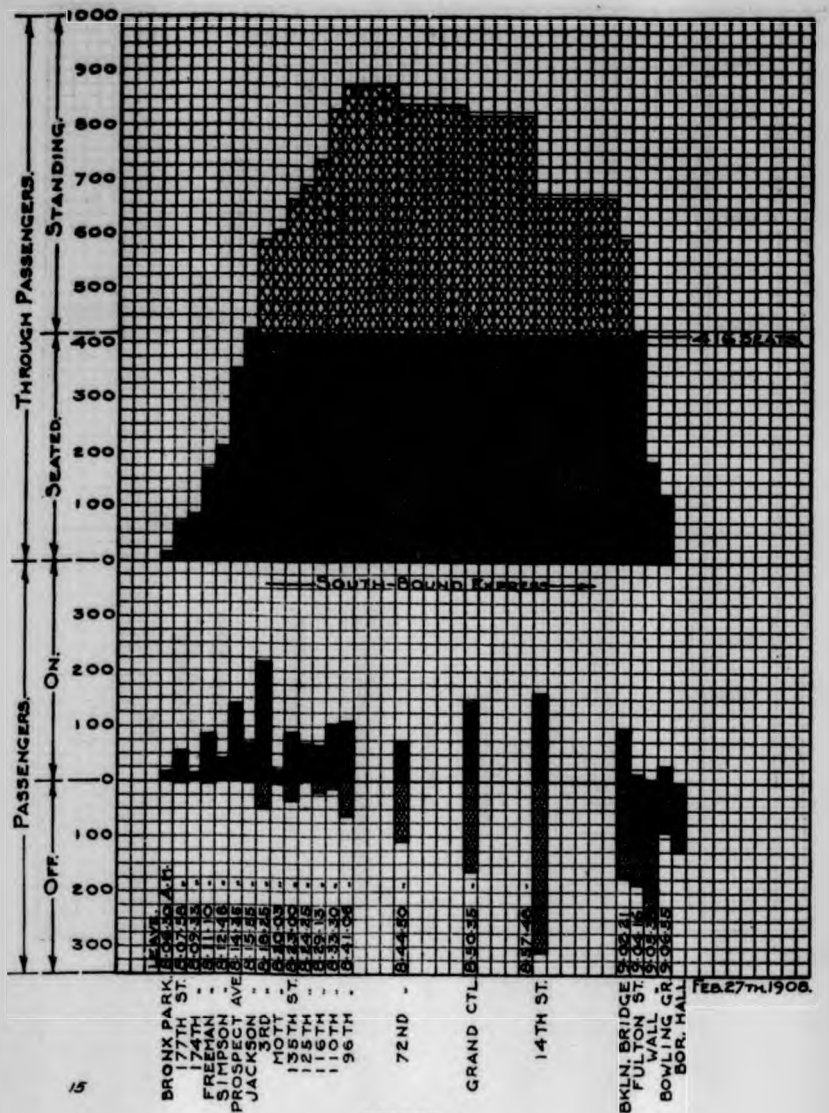


FIGURE 25.  
WEST FARMS EXPRESS.  
Leaving Bronx Park for Borough Hall at 8:06 A. M.  
February 27, 1908.

Total number of passengers..... 1626  
Greatest number of passengers at any one time..... 871  
Length of time from 96th Street to Brooklyn Bridge..... 21 min. 15 sec.  
Time lost between 96th Street and Brooklyn Bridge..... 5 min. 15 sec.  
Average length of passenger travel..... 5.575 miles  
This diagram was taken after the Brooklyn extension was opened to Borough Hall and indicates that comparatively few passengers are traveling to Brooklyn during the morning rush hour on that date. The greatest number of passengers boarding this train was found to be at Third Avenue where free transfers are provided between the Elevated Road and the Subway. A large number of passengers left the train at 14th Street. The standing load lasted from Third Avenue to Brooklyn Bridge.

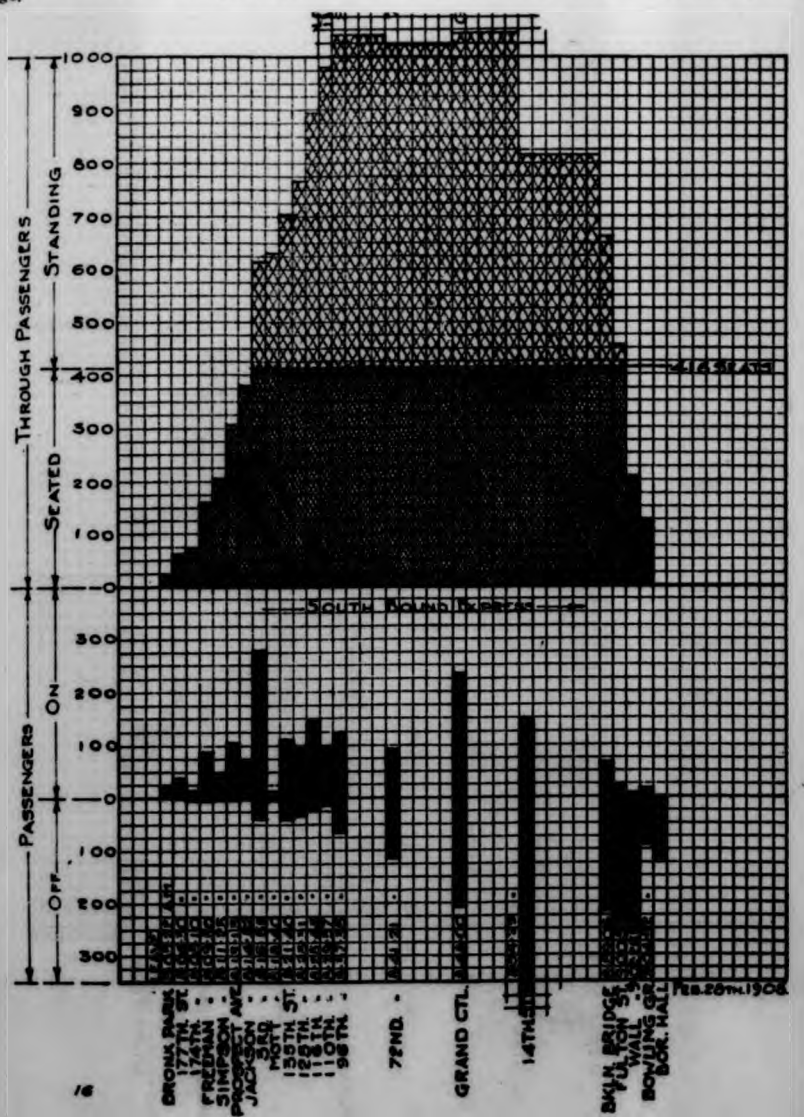


FIGURE 26.  
WEST FARMS EXPRESS.  
Leaving Bronx Park for Borough Hall at 8:05 A. M.  
February 28, 1908.

Total number of passengers..... 1838  
Greatest number of passengers at any one time..... 1044  
Length of time from 96th Street to Brooklyn Bridge..... 21 min. 31 sec.  
Time lost between 96th Street and Brooklyn Bridge..... 5 min. 31 sec.  
Average length of passenger travel..... 5.72 miles  
This diagram has almost identical characteristics with the former diagram with the exception that the load upon this train is somewhat larger. It indicates the comparative number of empty cars which are operated under present arrangements from Bronx Park to about Prospect Avenue. It indicates that if 8-car express trains could be broken in two at some point in the vicinity of Prospect Avenue, a considerable amount of the empty car miles now operated could be saved.



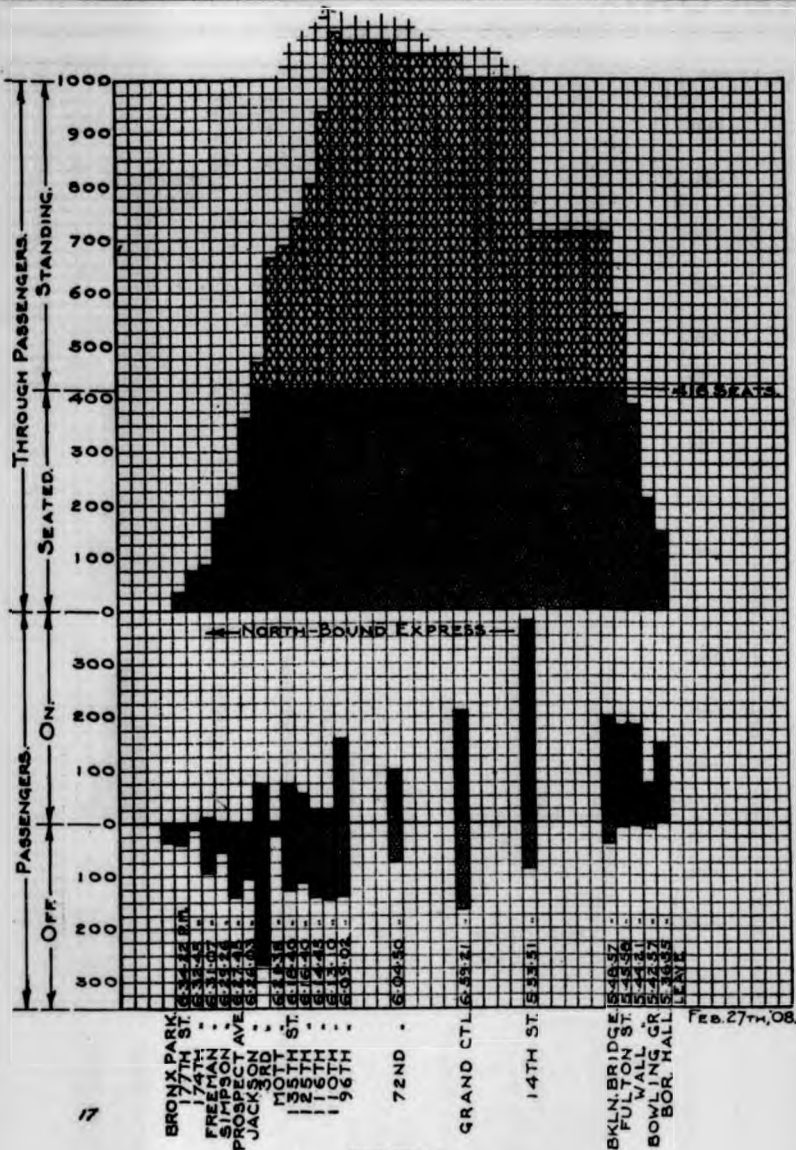


FIGURE 27.  
WEST FARMS EXPRESS.  
Leaving Borough Hall for Bronx Park at 5:36 P. M.  
February 27, 1908.

Total number of passengers..... 1869  
Greatest number of passengers at any one time..... 1089  
Length of time from Brooklyn Bridge to 96th Street..... 20 min. 5 sec.  
Time lost between Brooklyn Bridge and 96th Street..... 4 min. 5 sec.  
Average length of passenger travel..... 5.74 miles  
This diagram indicates that comparatively few passengers travel from Brooklyn to Manhattan during the evening rush hour and that a large portion of the load of a West Farms express is obtained at 14th Street. More passengers boarded this train at 96th Street than left it, but a large number were distributed to the four stations directly north of 96th Street and nearly twice as many passengers left the train at Third Avenue to transfer to the Elevated as left the train at any other station.

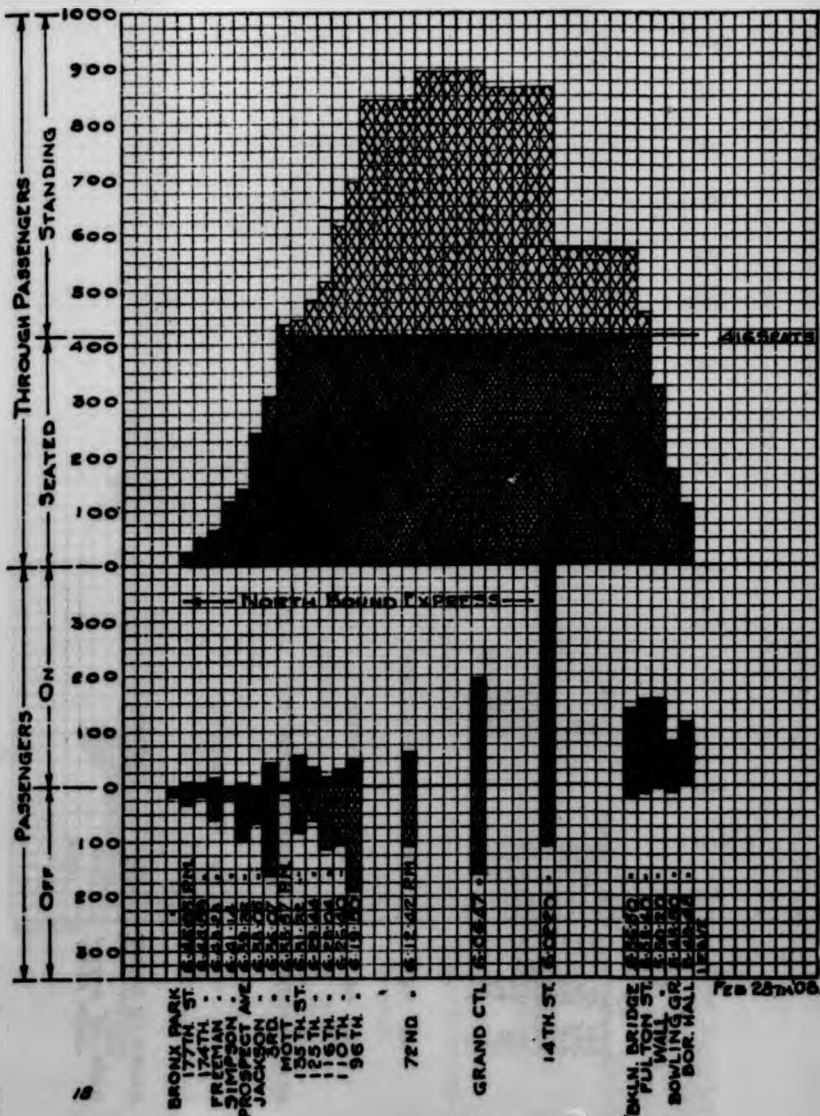


FIGURE 28.  
WEST FARMS EXPRESS.  
Leaving Borough Hall for Bronx Park at 5:43 P. M.  
February 28, 1908.

Total number of passengers..... 1527  
Greatest number of passengers at any one time..... 894  
Length of time from Brooklyn Bridge to 96th Street..... 23 minutes  
Time lost between Brooklyn Bridge and 96th Street..... 7 minutes  
Average length of passenger travel..... 5.34 miles  
This diagram has the same characteristics as the previous one although the total load is smaller; the number of passengers boarding the train at 14th Street is larger and the number of passengers leaving the train at Third Avenue is smaller.

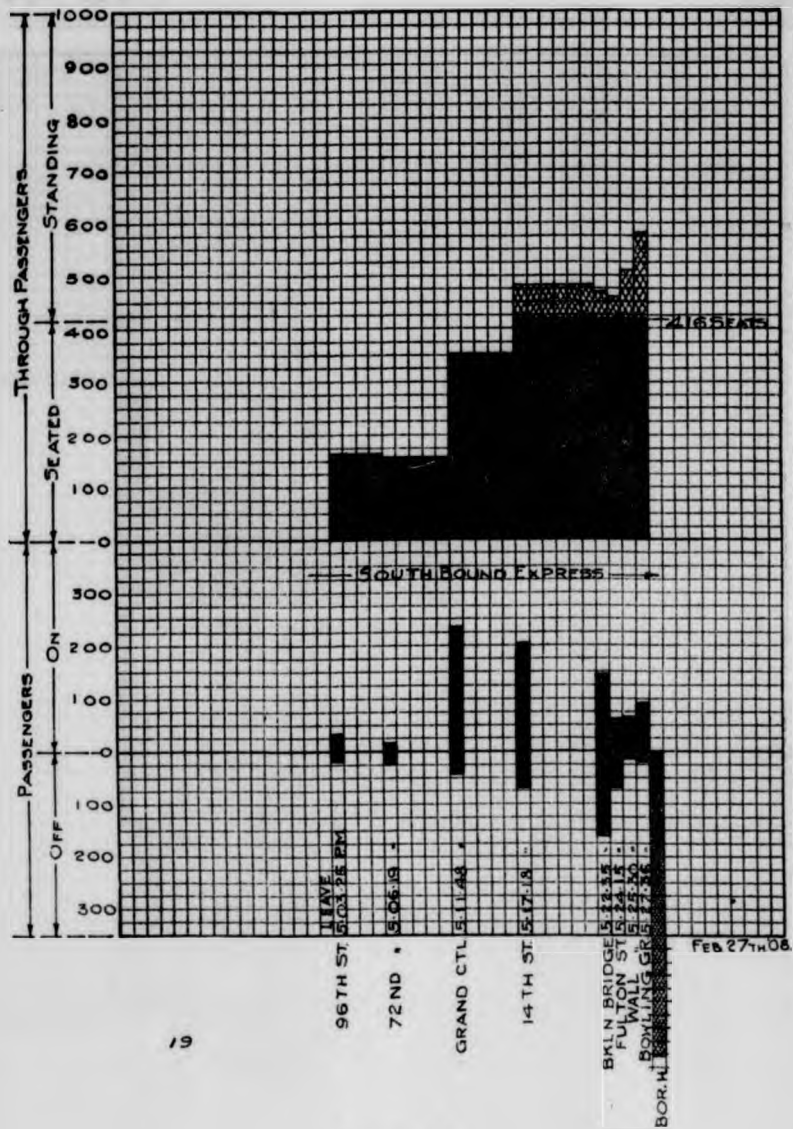


FIGURE 29.  
WEST FARMS EXPRESS.  
Leaving 96th Street at 5:03 P. M.  
February 27, 1908.

Length of time from 96th Street to Brooklyn Bridge..... 19 min. 10 sec.  
Time lost between 96th Street and Brooklyn Bridge..... 3 min. 10 sec.  
The information for this diagram was secured in order to show the characteristics of the travel to Brooklyn during the evening rush hour, and therefore the information was not secured of the passenger movement on and off the train north of 96th Street. This diagram shows a large number of passengers riding to Brooklyn boarding the train north of Brooklyn Bridge; that is, considerable traffic is being accommodated from Grand Central station and 14th Street directly through to Brooklyn.

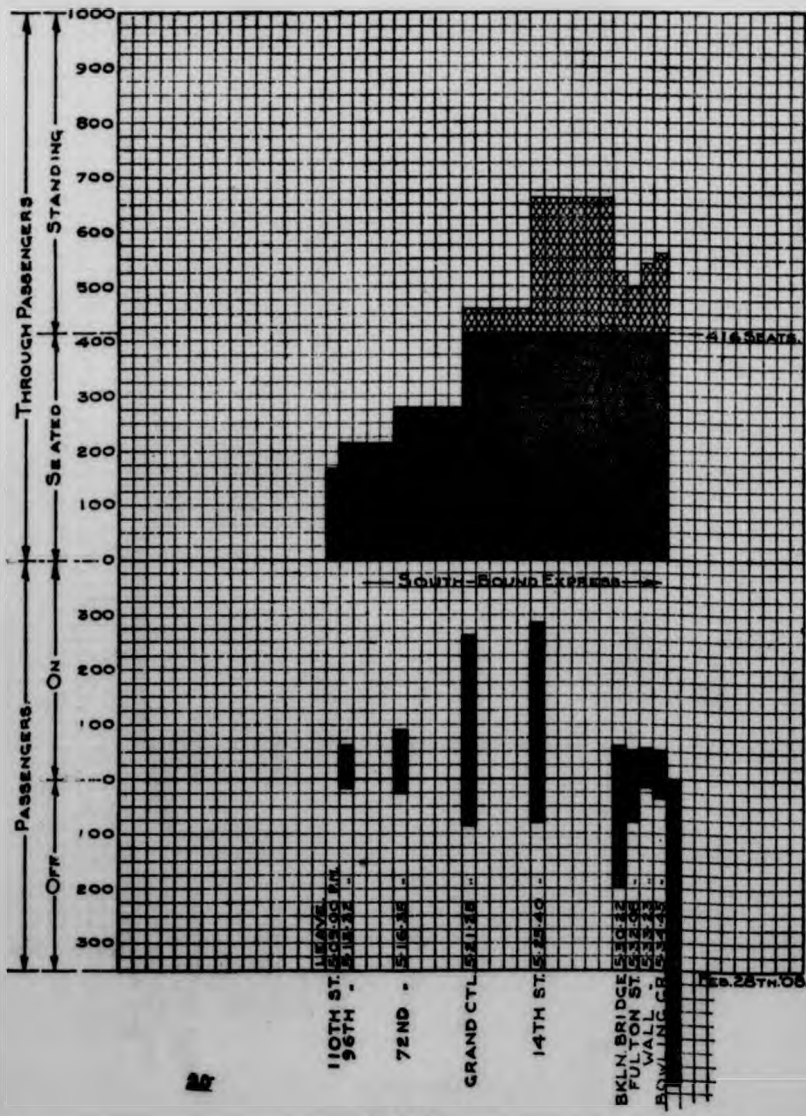


FIGURE 30.  
WEST FARMS EXPRESS.  
Leaving 110th Street for Borough Hall at 5:09 P. M.  
February 28, 1908.

Length of time from 96th Street to Brooklyn Bridge..... 16 min. 50 sec.  
Time lost between 96th Street and Brooklyn Bridge..... 50 sec.  
This diagram shows a larger number of standing passengers than shown by the previous diagram, but the exodus of passengers at Brooklyn Bridge reduced the number of standing passengers. This train was not uncomfortably crowded when it passed through the tunnel to Brooklyn.



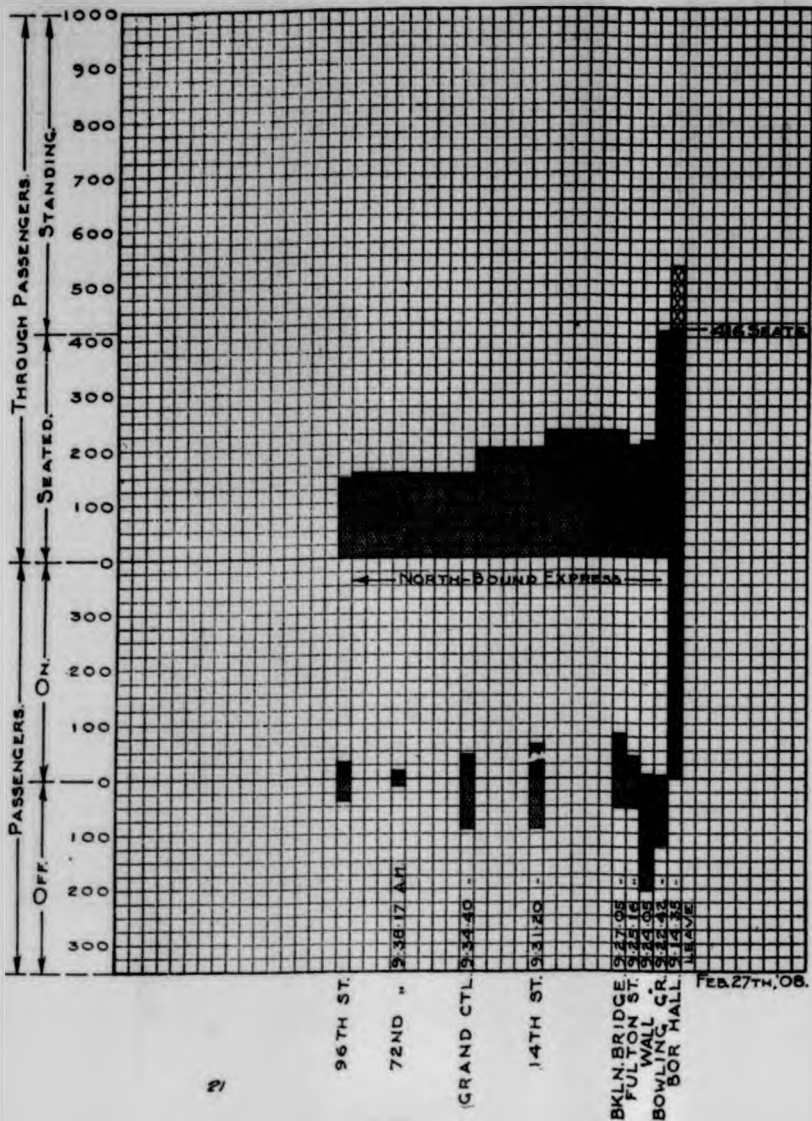


FIGURE 31.  
WEST FARMS EXPRESS.  
Leaving Borough Hall at 9:14 A. M.  
February 27, 1908.

Length of time from Brooklyn Bridge to 96th Street.....15 min. 13 sec.  
Time gained between Brooklyn Bridge and 96th Street.....47 sec.  
This diagram was prepared to show the travel of passengers from Brooklyn to Manhattan during the morning rush hours and indicates that there was a standing lead on the Brooklyn train only from Borough Hall to Bowling Green. This diagram also shows that a number of passengers traveled from Borough Hall through to Grand Central station.

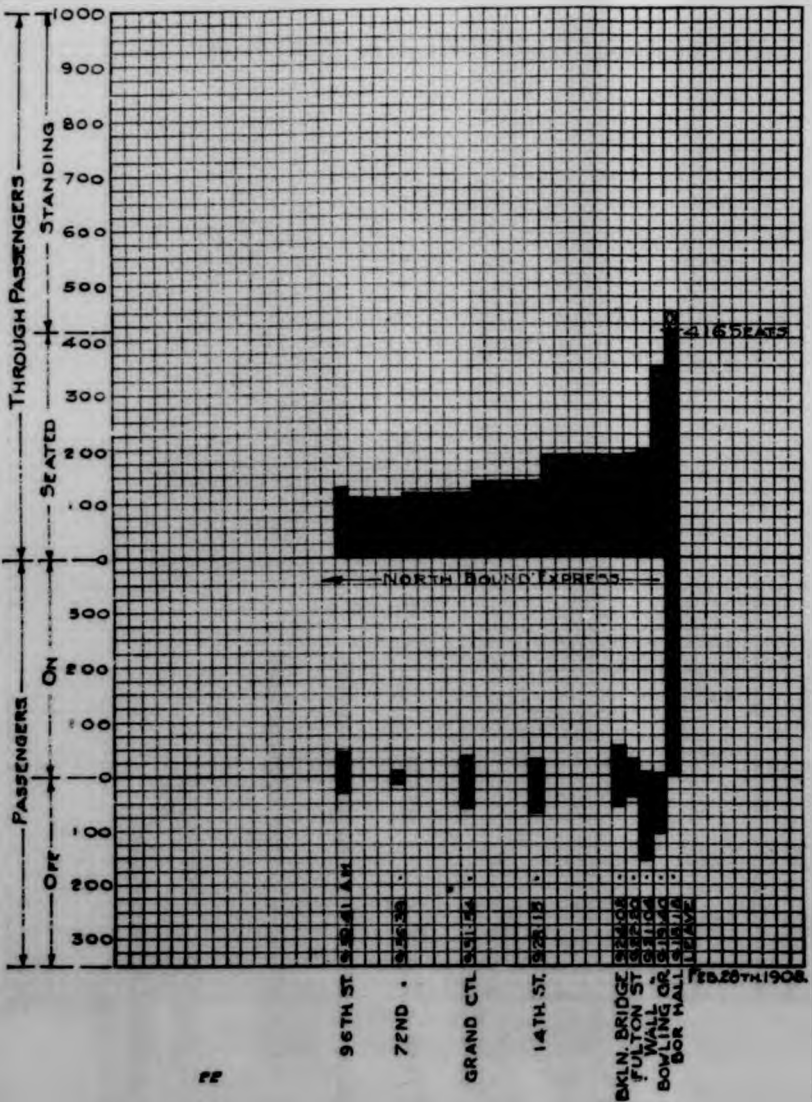


FIGURE 32.  
WEST FARMS EXPRESS.  
Leaving Borough Hall at 9:13 A. M.  
February 28, 1908.

Length of time from Brooklyn Bridge to 96th Street.....15 min. 33 sec.  
Time gained between Brooklyn Bridge and 96th Street.....27 sec.  
This diagram indicates the same characteristics as the previous diagram, showing that while a large number of the Brooklyn passengers left the train at Bowling Green station and still a larger number at Wall Street station, at the same time some of the Brooklyn passengers were being carried as far north as 14th Street and Grand Central station. Both of the trains indicated by the two last diagrams, being comparatively empty, made the run from Brooklyn Bridge to 96th Street in less than scheduled time.

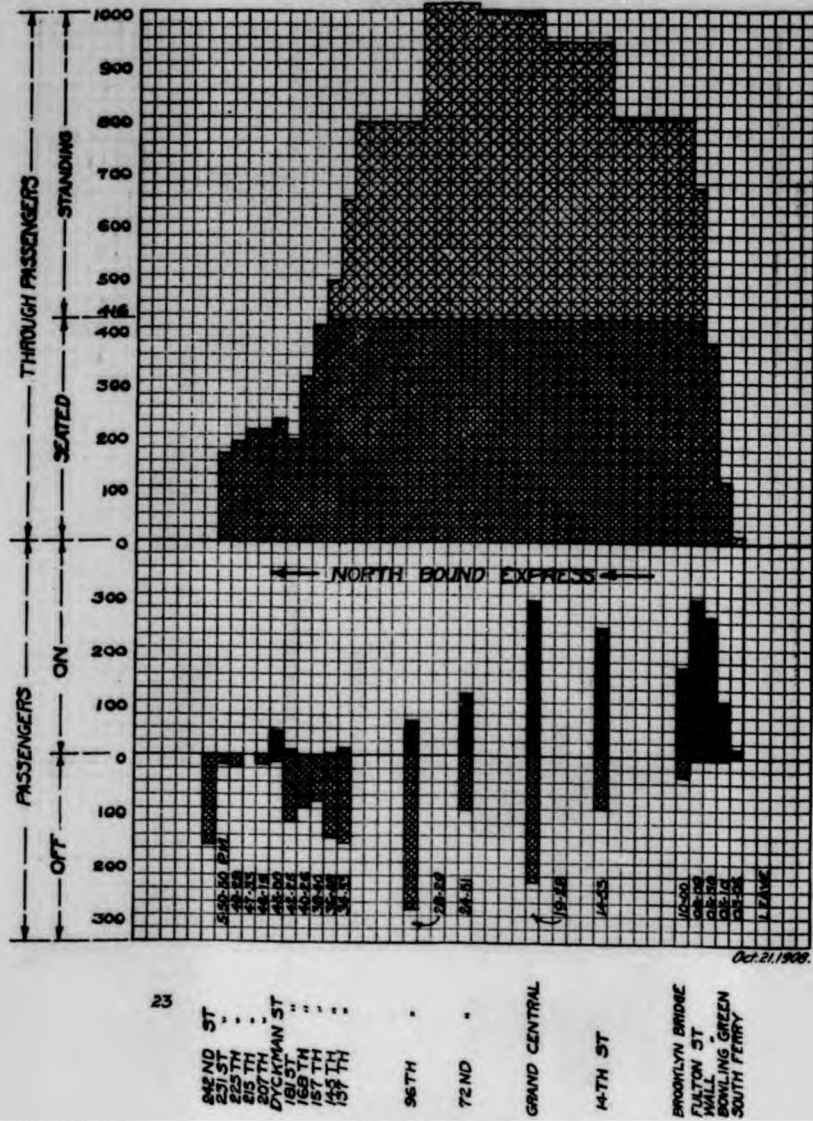


FIGURE 33.  
BROADWAY KINGSBRIDGE EXPRESS.  
Leaving South Ferry for 242nd Street at 5:03 P. M.  
October 21, 1908.

Total number of passengers.....1617  
Greatest number of passengers at any one time.....1010  
Length of time from Brooklyn Bridge to 96th Street.....18 min. 29 sec.  
Time lost by train between Brooklyn Bridge and 96th Street.....2 min. 29 sec.  
Average length of passenger travel.....5.95 miles

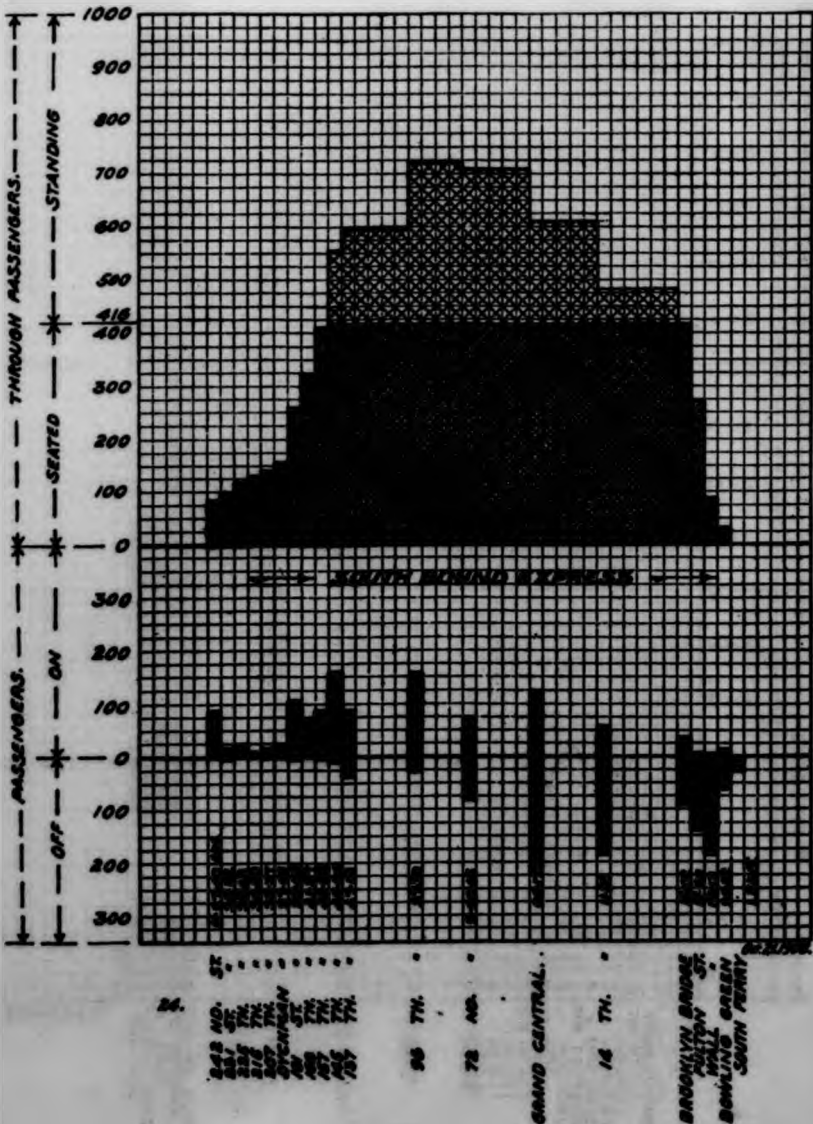


FIGURE 34.  
BROADWAY KINGSBRIDGE EXPRESS.  
Leaving 242nd Street for South Ferry at 8:27 A. M.  
October 21, 1908.

Total number of passengers.....1091  
Greatest number of passengers at any one time.....781  
Length of time from Brooklyn Bridge to 96th Street.....18 min. 33 sec.  
Time lost by train between Brooklyn Bridge and 96th Street.....3 min. 33 sec.  
Average length of passenger travel.....6.14 miles



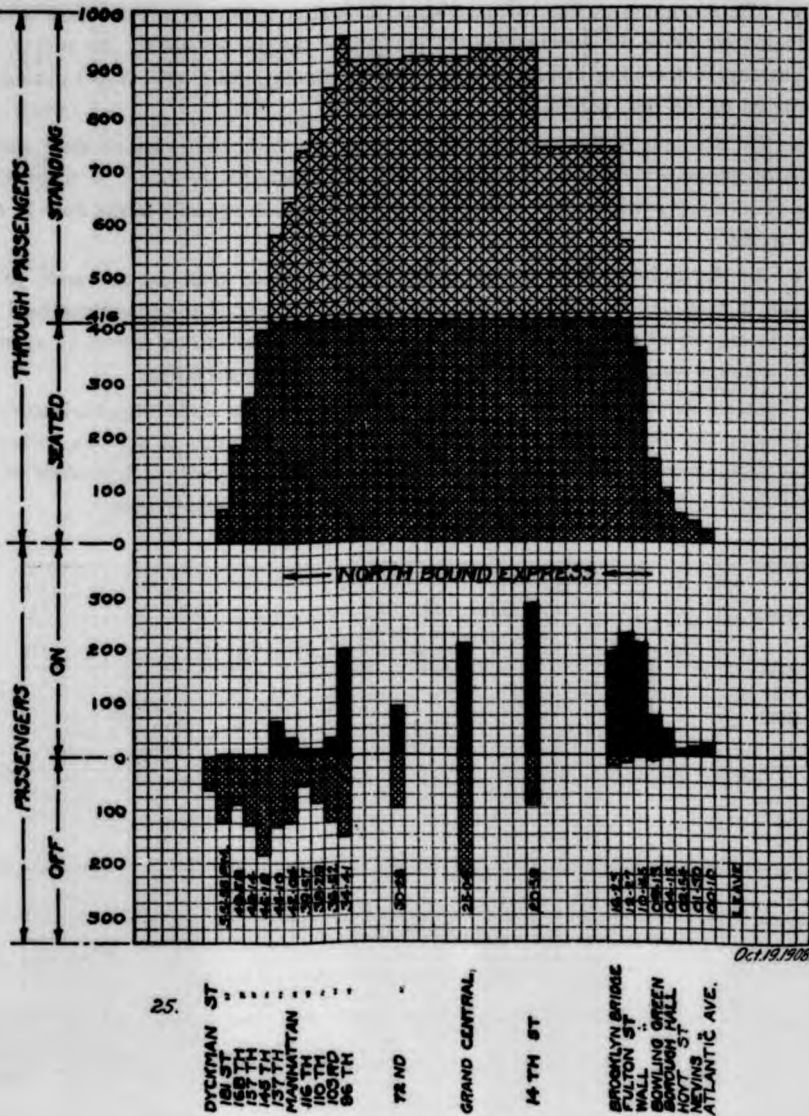


FIGURE 35.  
BROADWAY DYCKMAN STREET EXPRESS.  
Leaving Atlantic Avenue for Dyckman Street at 5:00 P. M.  
October 19, 1908.

Total number of passengers..... 1735  
Greatest number of passengers at any one time..... 947  
Length of time from Brooklyn Bridge to 96th Street..... 18 min. 18 sec.  
Time lost by train between Brooklyn Bridge and 96th Street..... 2 min. 18 sec.  
Average length of passenger travel..... 4.88 miles

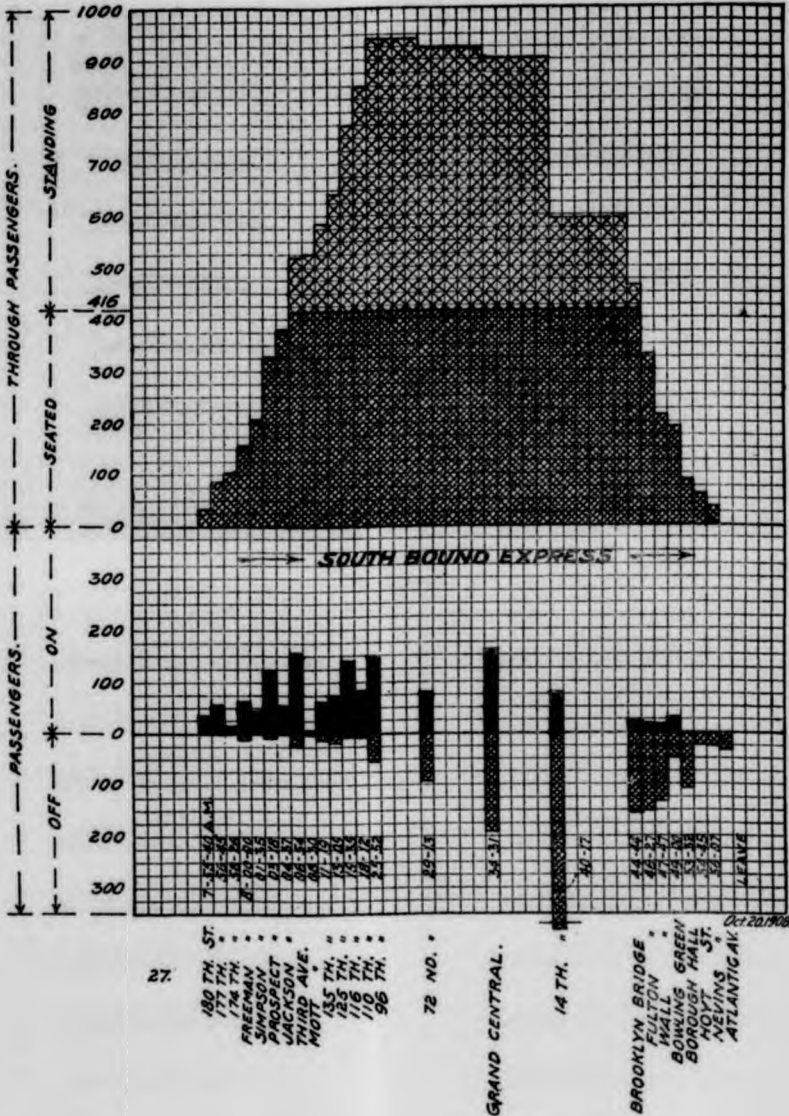


FIGURE 37.  
WEST FARMS EXPRESS.  
Leaving Atlantic Avenue for 180th Street at 7:55 A. M.  
October 20, 1908.

Total number of passengers..... 1473  
Greatest number of passengers at any one time..... 941  
Length of time from Brooklyn Bridge to 96th Street..... 18 min. 52 sec.  
Time lost by train between Brooklyn Bridge and 96th Street..... 2 min. 52 sec.  
Average length of passenger travel..... 5.96 miles

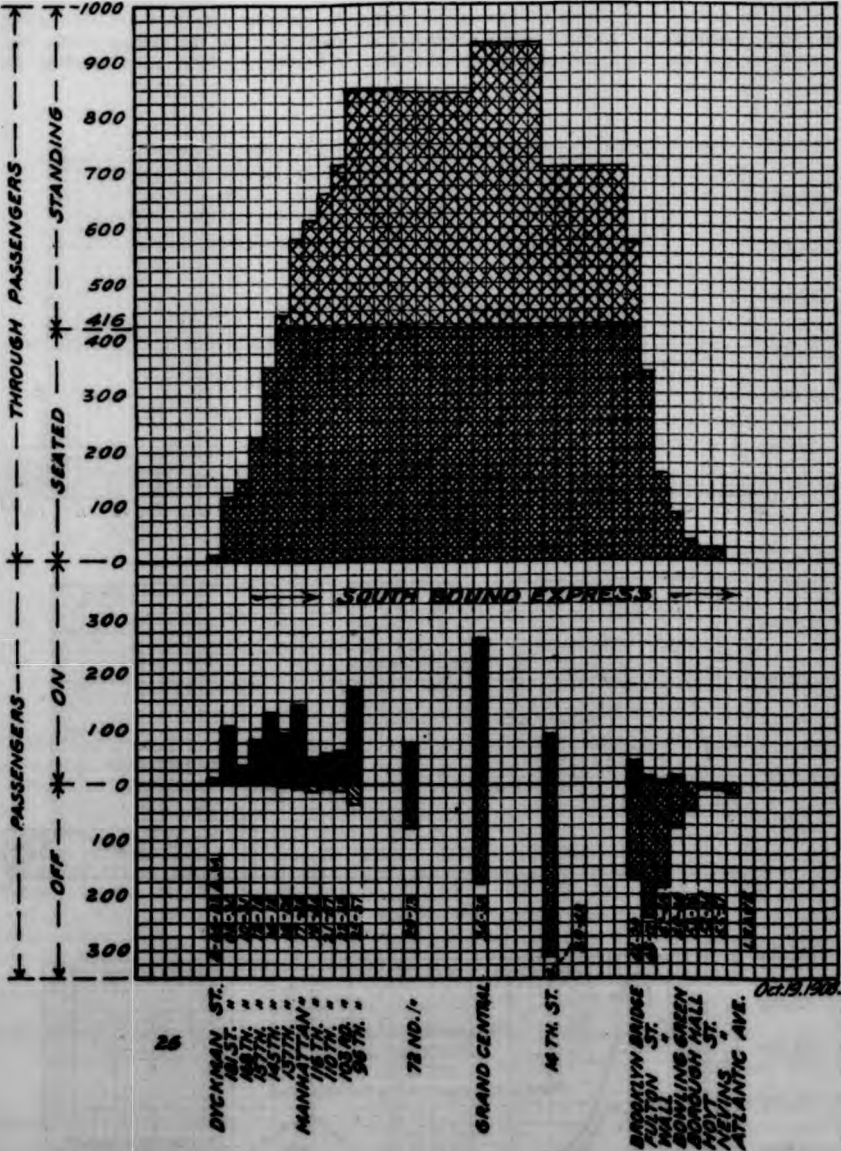


FIGURE 36.  
BROADWAY DYCKMAN EXPRESS.  
Leaving Dyckman Street for Atlantic Avenue at 8:06 A. M.  
October 19, 1908.

Total number of passengers..... 1398  
Greatest number of passengers at any one time..... 928  
Length of time from Brooklyn Bridge to 96th Street..... 18 min. 23 sec.  
Time lost by train between Brooklyn Bridge and 96th Street..... 3 min. 23 sec.  
Average length of passenger travel..... 5.26 miles

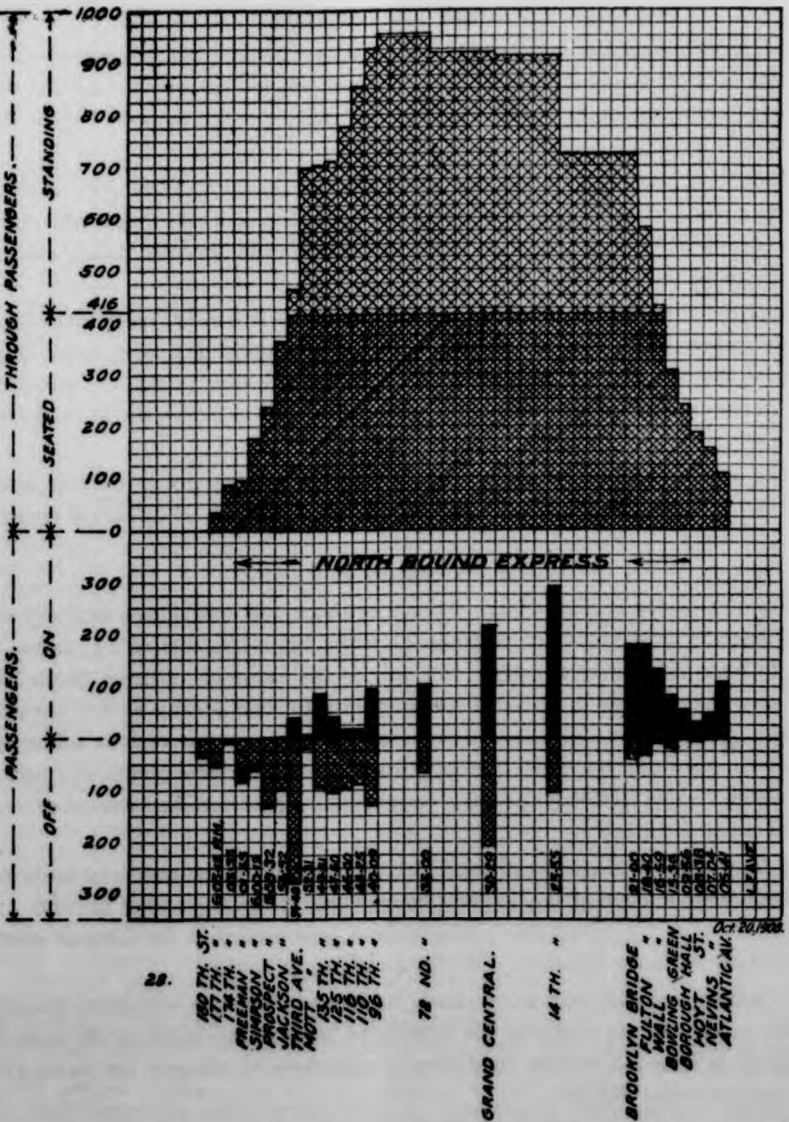


FIGURE 38.  
WEST FARMS EXPRESS.  
Leaving Atlantic Avenue for 180th Street at 5:05 P. M.  
October 20, 1908.

Total number of passengers..... 1734  
Greatest number of passengers at any one time..... 955  
Length of time from Brooklyn Bridge to 96th Street..... 19 min. 9 sec.  
Time lost by train between Brooklyn Bridge and 96th Street..... 3 min. 9 sec.  
Average length of passenger travel..... 6.39 miles



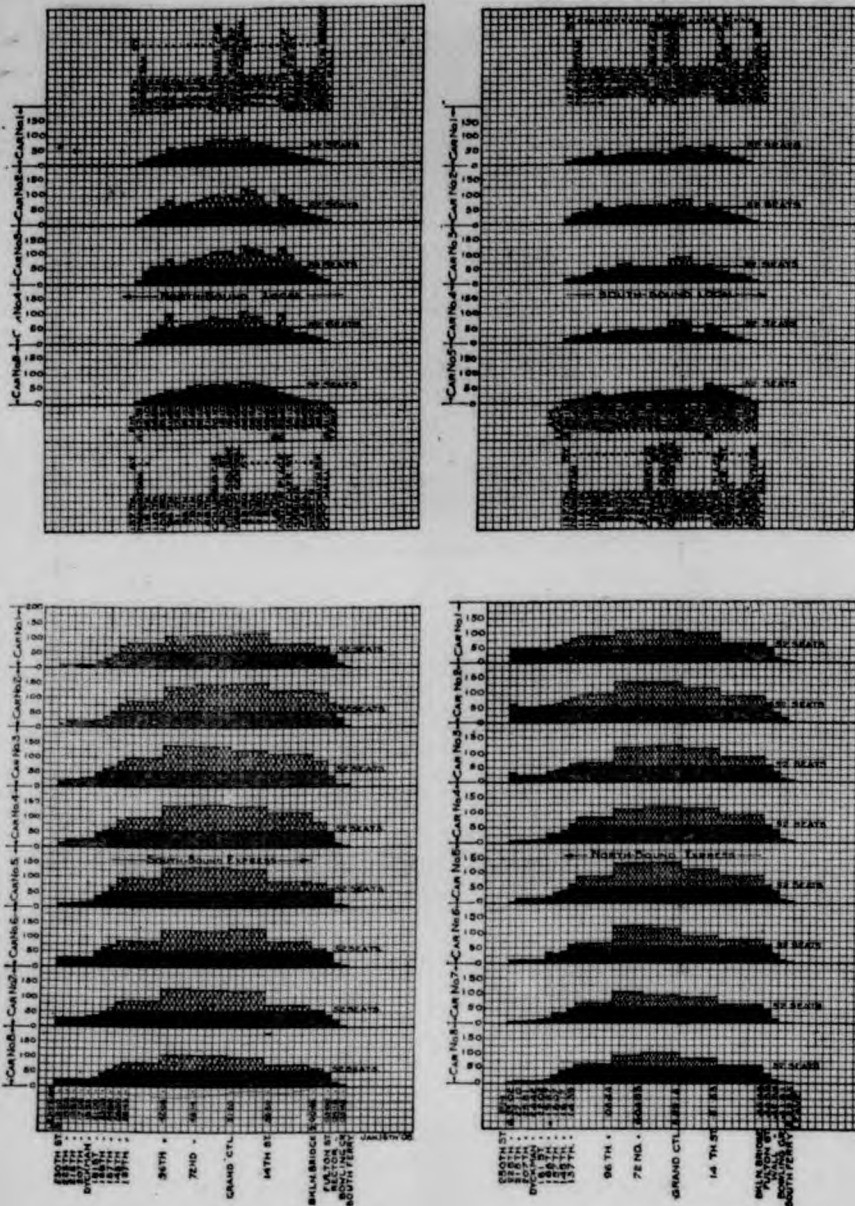


FIGURE 39.

Distribution of Passengers Throughout the Trains.

## DISTRIBUTION OF PASSENGERS THROUGHOUT THE TRAINS.

It is often said that while the middle cars of the train are crowded, there is plenty of room in the end cars. In order to determine the relative location of the standing passengers in the various cars of the train, the diagrams in Figure 39 are shown.

These diagrams show the extent of the location of the standing load in the cars of four different trains, two of which were 137th Street locals, one north and one south bound, and the other two trains were Kingsbridge express trains, one north and one south bound.

A study of these diagrams will indicate that there is a much more even distribution of passengers through the express trains than through the local trains, due, no doubt, to the fact that the passengers will take more trouble to avoid a crowded car in boarding an express train than they will in boarding a local train as in the latter case most passengers travel but a short distance.

The diagrams indicate, however, that considerable improvement could be made in more evenly distributing the passengers throughout the length of all of the trains.

## HOURLY VARIATION IN TRAFFIC.

From the point of view of the railroad operator the most interesting and at the same time the most important variation of traffic volume is that which occurs from hour to hour throughout the day. Not only is the range of variation great, but its maximum value results in demands for transportation that greatly exceed the present facilities of the system. Since these excessive demands occur at various points of the day a careful study of these points is a necessary preliminary to the formulation of any comprehensive plan for the increase or regulation of traffic facilities.

A large number of studies of the hourly variation in traffic have been made by the Transportation Bureau of the Public Service Commission from time to time. Some typical results of the information collected have been plotted in the form of graphical logs and shown in the diagrams, Figs. 40, 41, 42, 43, 44 and 46.

It will be seen that each curve shows the rate of passenger movement through the station during the day and also the number of seats in the trains at the same time, indicating at once the number of passengers who were standing in the trains as they left that particular station.

A study of these curves reveals the following characteristics:

a The peak load during which standing passengers appear for any great length of time lasts for about two hours in the morning and again for two hours in the evening. This rush hour load rises to a sharp peak for a half hour during each period.

b The seating capacity during these rush hour periods is limited by the physical limitation of the Subway.

c The maximum number of passengers through a station at any one time is equal to about four times the average for the portion of the day shown by the curves. Of the passengers traveling in one direction during the day, fully 33% travel during the two hours of the rush period.

d On account of the necessity of returning the rush hour cars to their storage tracks in the morning and carrying them back again only partly loaded at night, there are a good many partly loaded cars traveling in a direction opposite to the flow of rush hour traffic.

e As the Subway is now operated, there are more than enough seats passed through it each day to provide a seat for every passenger if the passenger load and the train movement could coincide, but unfortunately this condition cannot be approximated without making radical changes in its design and construction.

The train movement in future Subways, however, can be made to approximately coincide with the passenger load by doubling the track facilities at stations, either by double decking or otherwise, and providing suitable storage yards at both ends of the longer lines so as to reduce to a minimum the movement of empty cars.

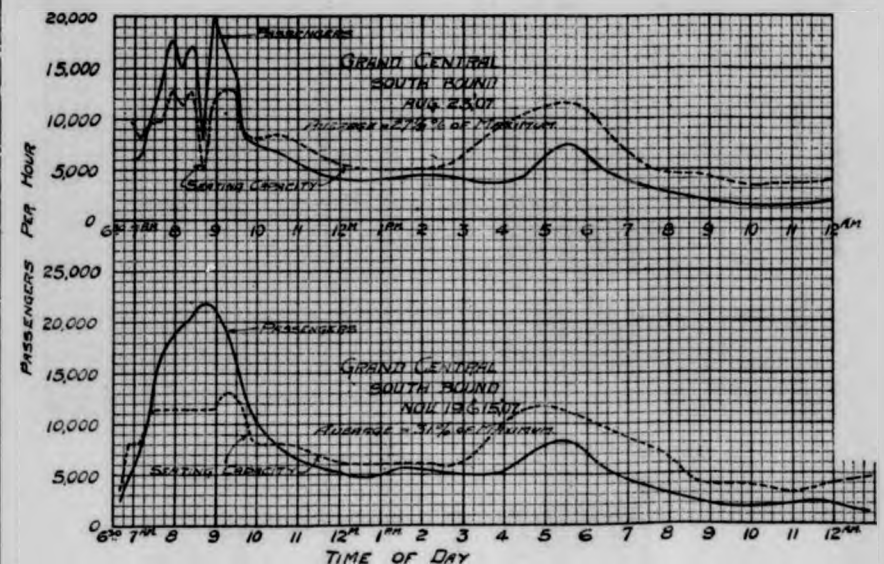


FIGURE 40.

RECORD OF TRAFFIC OBSERVATIONS.

South Bound Express Service.

Grand Central Station.

The curves in Figures 40 and 41 show the results of actual counts made of the number of passengers and the number of seats leaving Grand Central Station on the south bound express tracks on five days, distributed over more than a year's time as follows: Aug. 23, 1907; Nov. 19, 1907; Nov. 11, 1908; Dec. 9, 1908, and Dec. 14, 1908.

It will be noticed that during this period the maximum morning peak load has been growing from 20,000 passengers per hour to 28,000 passengers per hour, and that the average traffic during the middle of the day has increased in about the same proportion, or from 4,000 to about 6,000 passengers per hour.

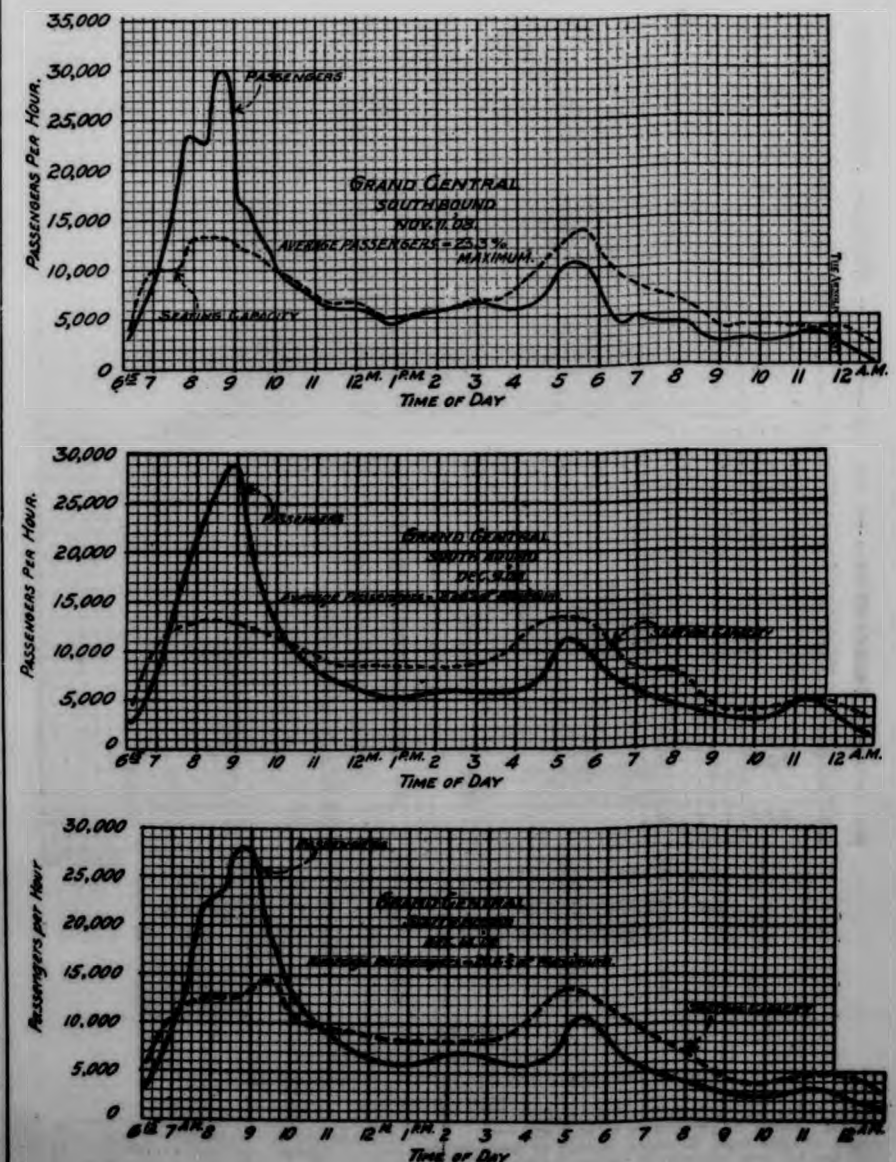


FIGURE 41.



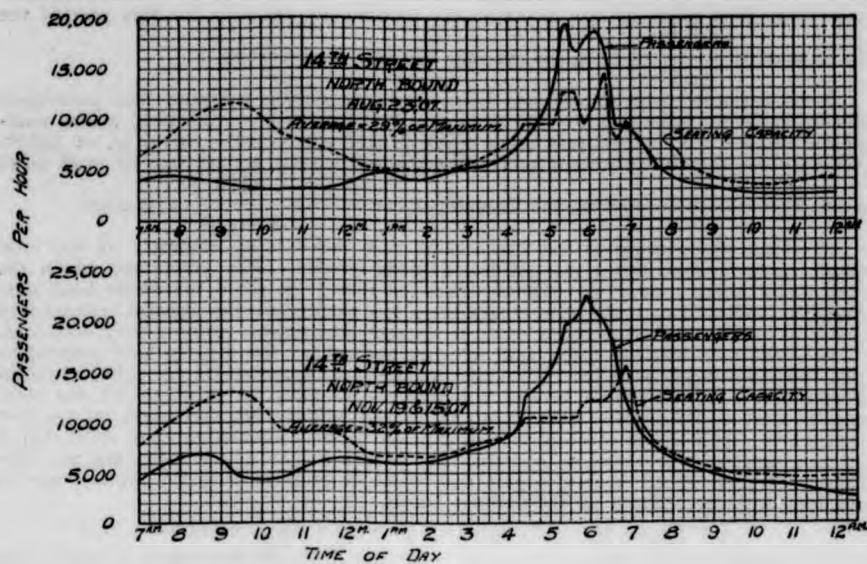


FIGURE 42.  
RECORD OF TRAFFIC OBSERVATIONS.  
North Bound Express Service.  
14th Street Station.

The curves shown in Figures 42 and 43 indicate the situation on the north bound express tracks at 14th Street station on the same days as shown by the Grand Central Station curves. These two stations have been selected as the points showing the greatest crowding.

The peak in the evening is not as high or as sharp as that in the morning, showing that the passengers go home more leisurely than they go to work in the morning. The increase in the number of seats provided during the middle of the day is noticeable in the last two curves, which also show considerable improvement in the length of time the maximum seating capacity is maintained during the evening rush hours.

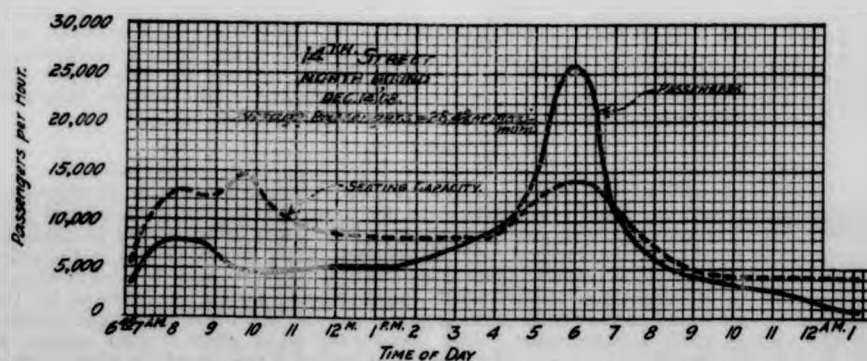
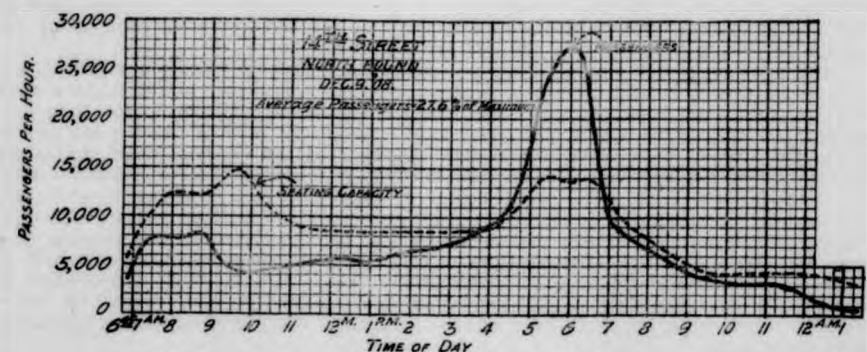
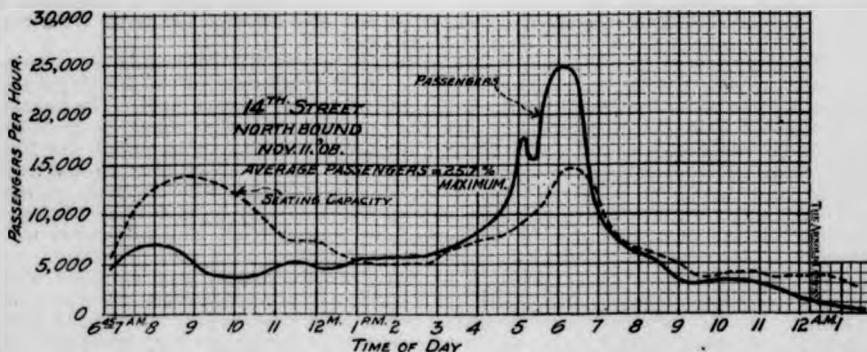


FIGURE 43.

INCREASES IN CAPACITY TO BE EXPECTED.

The one great difficulty in the way of supplying every passenger with a seat during the rush hours is due to the physical limitations of the Subway. When I first began to study the Subway (October, 1907) the maximum train hour capacity of the express tracks was about 29 trains of 8 cars each. During the past year this capacity has been increased to 33 trains of 8 cars each. With the introduction of additional doors in the sides of the cars, with improvements which will remove the cross-over delays at 96th Street, by means of a speed control signal system or otherwise, there is every reason to expect a train capacity of 40 trains per hour. If each of these trains is composed of 9 cars, instead of 8 cars, the possible car capacity of the Subway will be still further augmented. In other words, the peak load capacity of the express tracks in seats per hour may be taken as follows:

TABLE XI.

	Seats per Hour.	
	Increase.	Total.
Capacity during fall of 1907.....		12,000
Improvement during year 1907.....	1,250	13,250
Improvement anticipated due to additional doors in sides of cars near ends..	1,250	14,500
Improvements anticipated by use of a speed control signal system.....	650	15,150
Improvements anticipated due to changes at 96th Street.....	850	16,000
Additional capacity to be secured by running 9 cars on each express train, instead of 8 cars.....	2,000	18,000

While these improvements are being made, it is easy to be seen that the maximum passenger load which last year averaged about 22,000 passengers per hour, will probably increase to 36,000 passengers per hour. The result will be that the relative crowding during the rush hour period will not be decreased until other Subways are built.

These future Subways should be designed with reservoir stations on the express tracks, as pointed out in the report on "Capacity," and with this arrangement of tracks may be expected to have a maximum seat capacity of 30,000 seats per hour, which will be a great improvement over the possible seat capacity of the present Subway.

PROPOSED SYSTEM FOR REGULATION OF SUBWAY TRAFFIC.

The present Subway is now completed as far as officially planned, and has been running a sufficient length of time to establish precedents for future regulation and operation.

The number of passengers carried during any given period divided by the number of car miles run during that same period gives a ratio which can be taken as a comparative measure of the quality of service rendered. This ratio can not be used accurately in comparing different roads or systems of transportation, but upon any one system with a given and fixed set of conditions it should indicate very closely the comparative seating capacity per passenger furnished from day to day, or from month to month.

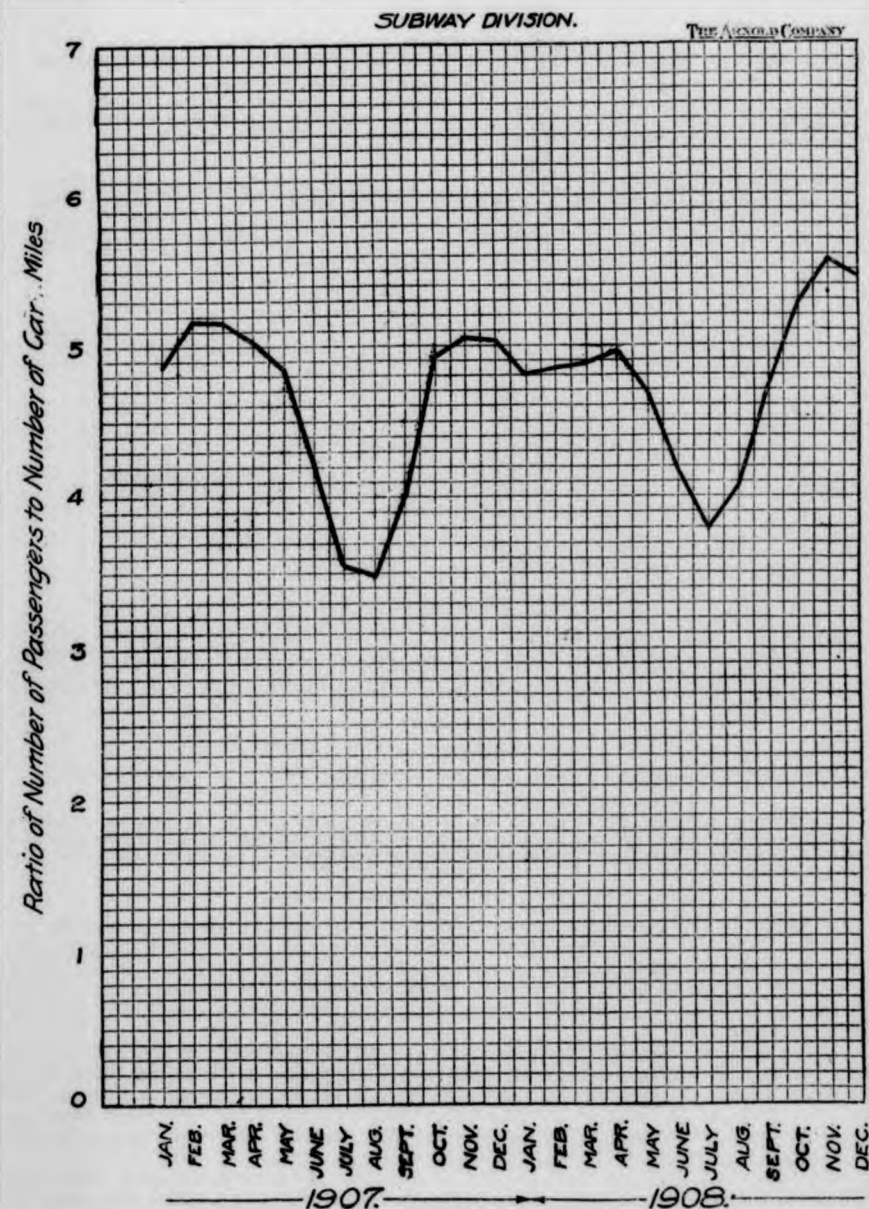


FIGURE 44.

Showing Ratio of Number of Passengers to Number of Car Miles.

This ratio of the number of passengers to the number of car miles has been determined for each month's operation of the present Subway during the years 1907 and 1908, and the results are shown graphically by Figure 44. It will be noted that compared with the ticket sales, relatively more cars are operated in the summer season than at any other time of the year, and that during the latter part of this year this ratio ran up higher than it has ever been before.

It would appear from this curve that, if the service in the Subway is to be regulated so as to provide for the constantly increasing traffic and not be worse in the future than it has been in the past, an effort should be made to anticipate the requirements of the service, and provide a schedule calling for sufficient car miles, so that the ratio between passengers and car miles will never exceed 5. Judging from the curve showing past results, this ratio can be bettered during the summer months. From a study of the record of the past year, it would appear to be fair to the Subway Company to require a ratio of 5 during the months of October to April inclusive, 4.5 for May, 4 for June, July and August, and 4.5 for September.

After determining the number of car miles that should be furnished to take care of any anticipated passenger traffic, the next problem is to so arrange a schedule that will move as many as possible of these car miles in the direction and at the time of passenger movement. In the present Subway two vacant seats mean a standing passenger at some other part of the route, or at some other time of the day. Every effort, therefore, should be made to cut down the number of empty seats, and to move the seats when and where they are needed. It costs nearly as much to move an empty car as it does a car comfortably filled with seated passengers, and as only a certain number of car miles can be run with a given income the importance of cutting out the empty cars during non-rush hours and also at the ends of the road becomes apparent. With the present Subway little is to be expected of the possibility of storing cars so as to avoid empty car miles in the direction opposite to the peak load travel, but considerable economy is to be expected eventually from the adoption of an automatic coupler which will allow the breaking up and assembling of trains at some intermediate point instead of running full length trains to the extreme ends of each division as is done at present.

Without any of these refinements, however, there still remains considerable room for improvement in the arrangement of the Subway schedules, as the last curves of the traffic observations indicate that there are useless car miles being operated, many of which might be eliminated and on the other hand there are standing passengers when more cars should be provided.



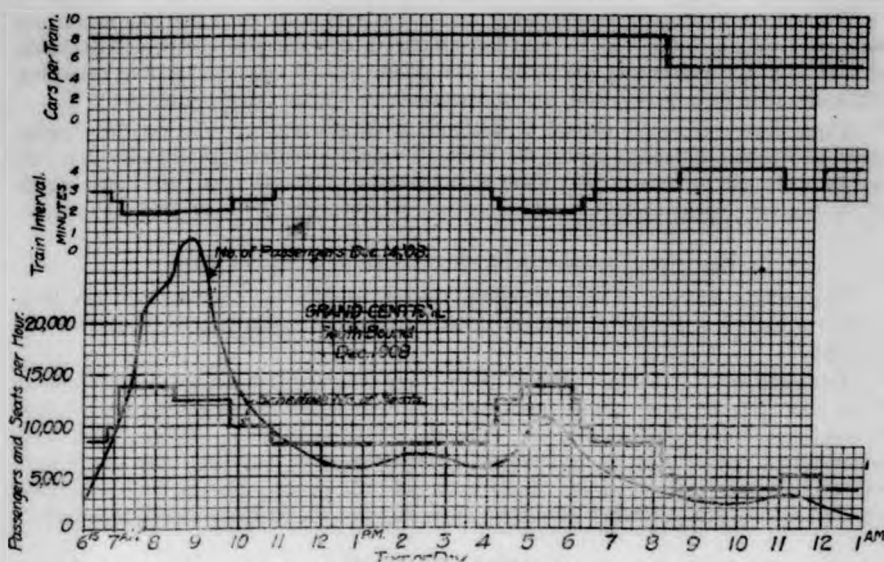


FIGURE 45.

DIAGRAM SHOWING SCHEDULE NUMBER OF SEATS COMPARED TO NUMBER OF PASSENGERS CARRIED.  
Southbound Express Traffic, Grand Central Station, December, 1908.

This diagram indicates that more cars can and should be operated in the southbound express service during the morning rush hours—that is, that the maximum schedule now in force from 7 a. m. until 8.30 a. m. at Grand Central Station should be continued until 10 a. m.

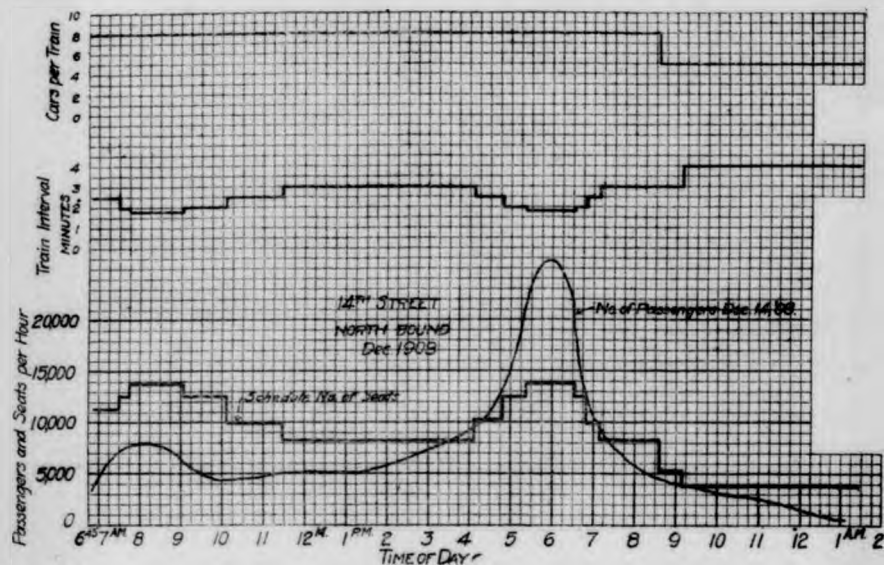


FIGURE 46.

DIAGRAM SHOWING SCHEDULE NUMBER OF SEATS COMPARED TO NUMBER OF PASSENGERS CARRIED.  
Northbound Express Traffic, 14th Street Station, December, 1908.

This diagram indicates that more cars can and should be operated in the northbound express service during the evening rush hours—that is, that the maximum schedule now in force from 5.23 p. m. to 6.33 p. m. at 14th Street Station should be maintained from 4.45 p. m. to 6.45 p. m.

#### STUDY OF THE TRANSFER SYSTEM.

In order to determine the characteristics of the transfer system prevailing between the local and the express tracks in the Subway, a careful record of passenger movement upon the station platforms and into and out of the trains was made during the evening rush hours at the five express transfer stations. The results of this canvass are shown in Table XII and the figures have also been plotted graphically and are shown in Plate III.

These diagrams indicate the number of passengers traveling for one hour during the evening rush period on both the local and the express north bound trains from Brooklyn Bridge to 96th Street. At each station a careful count was made for one hour showing the number of passengers entering both classes of trains from the street, the number leaving both trains to reach the street as well as the number transferring from the locals to the express trains and vice versa.

The diagrams therefore indicate the total number of passengers using each class of train during the hour; where these passengers came from and where they went to, and the number of passengers who were standing, as compared with those who were seated while in the trains.

A study of these figures shows the following conclusions, it being understood that all of the facts relate to the north bound trains during the evening rush hours.

a—The express trains carry their maximum loads as they leave Grand Central station and the local trains are most heavily loaded as they enter Grand Central station.

b—More passengers leave both classes of trains to reach the street at the Grand Central station than leave the trains at any other express station. Nearly twice as many passengers leave the express trains and go directly to the street at this station as leave the local trains at this station for the street.

c—Four times as many passengers take the express trains at the express stations from the street as take the local trains from the street; that is, of the number of passengers entering the five transfer stations from the street 20% do so to take a local train. The express trains secure a large increase in load at Brooklyn Bridge and at 14th Street.

d—Of the passengers on the express trains an average of 326 on each train transfer to other trains. About 40% of this transferring now takes place at 96th Street and about 25% at Grand Central Station.

e—Of the passengers on the local trains an average of 474 transfer from each train to an express train and of this movement about 40% takes place at 14th Street and about 30% at Grand Central station.

f—Relatively the total transferring between both classes of service is done as follows: At Brooklyn Bridge 3%; at 14th Street 32%; at Grand Central station 28%; at 72nd Street 13%; and at 96th Street 24%.

g—The average number of passengers entering the doors of the express trains is 1300 per train, of which an average of 326 or 25% transfer to the local service—that is, the local distributing service is used by 25% of the patrons of the express service.

h—The average number of passengers entering the doors of the local trains is 1400 per train, of which an average of 474 or 34% transfer to the express service—that is, the express trains are the destination of 34% of the local train patrons.

i—Of 1400 passengers, therefore, using a local train, 326 have come from express trains and 474 are on their way to express trains leaving 600 passengers or 43% of the total number using the local trains who are strictly local passengers riding from one local station to another.

j—The express stations contribute an average of 114 new passengers and the express trains transfer an average of 326 passengers making a total of 440 passengers to each local train to offset the 474 passengers which the locals furnish to the express service.

k—Of the 1400 passengers who patronize a local train there are 474 who transfer to the express trains. The income from this local trip may therefore be taken at  $(1400 - 474) \times 5c.$  or \$46.30, and as this train is composed of 5 cars and has traveled

an average of 9 miles in one direction the income per car mile for this part of the trip is equal to  $\frac{\$46.30}{5 \times 9}$  or \$1.03 per car mile for rush hour service.

l—In a similar way the income from an express train carrying 1300 passengers may be found by deducting the 326 passengers who transfer to the local trains, making the income for one express train north bound trip  $(1300 - 326) \times 5c.$  or \$48.70. This express train however consists of 8 cars and travels an average of 15.38 miles

in one direction, thus reducing the income per car mile to  $\frac{48.70}{8 \times 15.38}$  or 39 cents.

m—This result confirms the conclusions that the earning efficiency of the local service is more than twice that of the express service. The advantage which the local trains possess over the express trains is that they serve the short haul passenger in a short run train of comparatively few cars while the express trains carry long haul passengers who pay the same 5c. fare in long trains, running long distances.

n—Even crediting the local train with an average of 600 strictly local passengers only, the resulting \$30.00 income divided by the fewer number of car miles required to maintain a local train in service will make a showing of earnings per car mile, equal to that of the express train earnings figured without any deduction for transfer passengers. That is, the local service is capable of not only maintaining itself, but it can also earn enough more to maintain the burden of the entire collecting and distributing system of which it is a part and assist in compensating for the loss due to long haul business carried by the express trains.

#### SHORT HAUL PASSENGERS IN SHORT HAUL CARS.

It is comparatively easy to draw the conclusion that "all the money is made from the short haul passengers." This popular conception is undoubtedly true but it has been necessary to collect considerable data to determine just how much of a burden the long haul passengers are upon the system as a whole.

The Subway system has now been in operation long enough to demonstrate that, in order to make this method of transportation self-sustaining upon the present flat fare basis, the income should average at least one cent per passenger mile. In other words, with a uniform fare of 5 cents the average length of ride should not exceed 5 miles.

The analysis resulting from the study of the passenger movement on individual trains proves that the average length of travel on the express trains is now  $5\frac{1}{2}$  miles or slightly above the critical average whereas the average length of ride on the local trains is but two miles. It is apparent that as the Subway is extended and the out-lying districts become more thickly populated that the average length of the long haul rides will become greater, and that unless the fare for these longer rides is increased, it will be necessary to cultivate the short haul business and increase the profit from that source if the present 5-cent flat fare is to be retained.

The extension of the present Subway to Brooklyn was a move in this direction as the total business was increased about 10% and the average haul of the Brooklyn passengers will be about four miles, thus tending to reduce the average haul. The benefits to be derived from the Brooklyn business however are somewhat offset by the fixed charges on the first cost of the extension consisting of two tubes under the East River, each nearly 7,000 feet long, and about a mile of expensive four to six track subway construction in Brooklyn. Moreover, many passengers who formerly patronized the Subway from the Brooklyn Bridge station now ride to and from Brooklyn through the tunnels under the river and thus many former short haul passengers were changed, at the time the Brooklyn extension was opened, to long haul passengers, and in these particular cases the expense of handling the passengers was increased while nothing was added to the income. The trains which serve the Brooklyn passengers are used again on each trip for the Manhattan and the Bronx passengers so that the earning power of those express trains which now run to Brooklyn has been increased and the average income per car mile should show some improvement on account of this Brooklyn extension. As the Brooklyn line however is extended the average length of haul will be increased and a point will eventually be reached where the business of this section will not tend to decrease the average length of haul.

The problem of the future, therefore, if the fixed fare of 5 cents is retained, will be to find a way to handle short haul passengers in short haul cars and to make enough profit on this short haul business to be able to sustain the loss due to the long haul burden. In other words, the fact that the local trains in the present Subway are proven by careful analysis to have twice the earning power of the express trains, points out the solution of the problem of eventually developing a comprehensive Subway system for Greater New York. The development of the short haul business must be encouraged by furnishing a convenient, rapid, safe and comfortable service of ample capacity. It is not improbable that a commercial demonstration of the moving platform may prove that the short haul passengers can be transported at a lower cost by means of a moving platform than by the present local train method. Irrespective of whether the short haul business is handled by means of moving platforms or by cars—the profit made from the short haul rides should be so used as to offset the losses due to the long haul.

The building of Subways should start at the centre of the city and work out rather than start from the out-lying districts and work in. Any plan for future Subways which fails to make ample provision for the down-town local business, in a degree greater than is done with the present Subway, will suffer from a fundamental defect which will not only cripple its usefulness from the start but this defect will become more apparent as the out-lying districts develop and as the average length of the long haul becomes greater.

#### CONCLUSIONS.

Briefly, the conclusions that may be drawn from this report are as follows:

1. The capacity of the express tracks of the present Subway can be increased (from 12,500 seats per hour) to 18,000 seats per hour, and as the peak load is now over 28,000 passengers per hour, and increasing rapidly, every effort should be made to augment the maximum carrying capacity. Additional doors should be put in the sides of the cars, and the speed control signal system which has now been developed should be installed at all express stations. These improvements should be followed by the addition of one extra car on each express train, and the use of an automatic coupler should receive early consideration. The installation of a shuttle train service at Bowling Green station, in order to increase the capacity of the Brooklyn tubes, should be pushed, and eventually the cross-overs should be eliminated at 96th Street.
2. The equitable way to control the number of cars which should be furnished to provide for the constantly increasing Subway traffic is to determine upon a constant by which the number of passengers to be expected can be divided. The result will be the number of car miles which the schedule should provide. Judging from past records, this constant during the winter months may be taken as 5.
3. A more thorough study should be made to determine where useless car miles can be eliminated from the present schedule, and where an equal number of car miles can be introduced in such a way as to reduce the standing load to a minimum.
4. A study of the transfer system indicates that the local tracks have a greater earning power than the express tracks. If a uniform fare of 5 cents is to be maintained with the present and future Subways, progress must be made along the lines of cultivating and effectively serving the short haul business by providing a comprehensive system of local short haul trains. In this connection the merits of the moving platform system of transportation should be thoroughly investigated.
5. The measure of the ultimate usefulness of any Subway is its peak or overload capacity. If the present Subway could handle 60 trains an hour on each express track, its usefulness would be materially increased over its present service of 30 trains, and beyond its ultimate capacity of 40 trains per hour. Future Subways should be planned to get the full advantage of the investment in the main line tracks, by running 60 trains an hour during the morning and evening rush periods.

Note—Since this report was written, the special speed control system recommended in my report upon "The Signal System of the Subway" has been apparently successfully developed by the Subway Company, and is nearly ready for installation on the express tracks at each express station. Under these circumstances I believe it will be wise to hold the improvements at 96th Street until the full effect of the speed control signal system improvement can be tested, as the latest reports on this device indicate that it will add considerably more to the carrying capacity of the Subway than at first thought possible. It may be found that the expenditure of \$1,000,000 which the removal of the 96th Street cross-overs eventually would cost will not be necessary at present.



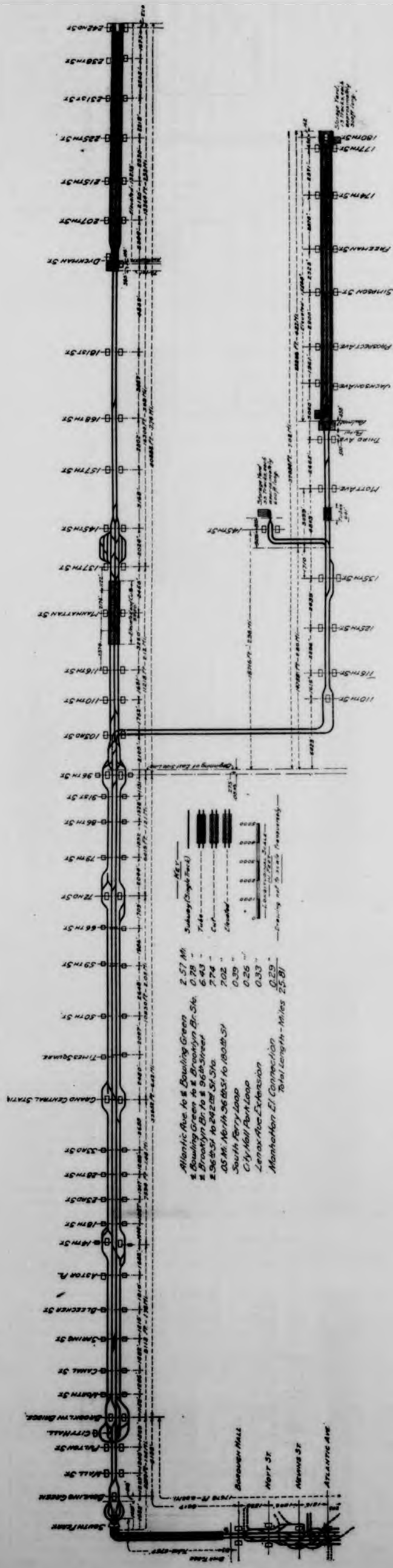
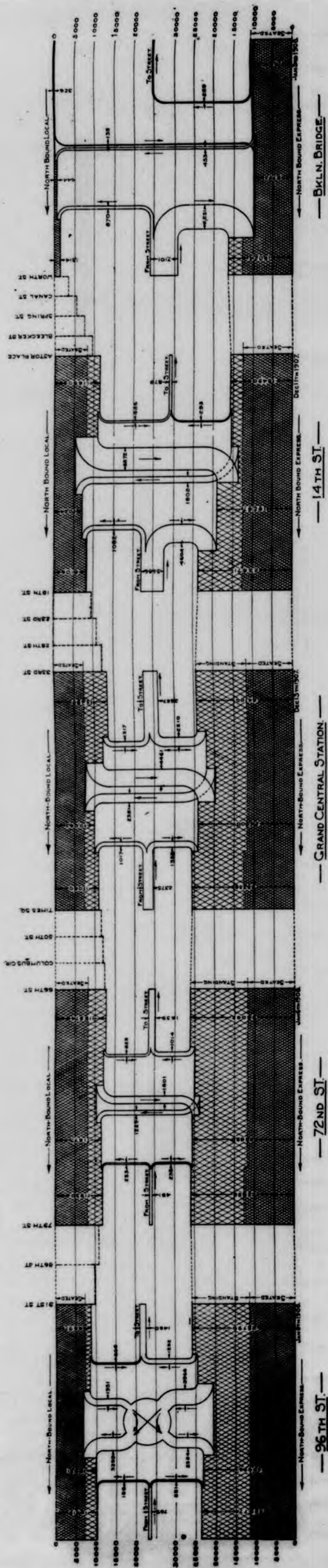


Plate II.  
To accompany report upon  
The Traffic of The Subway  
by  
Bion J. Arnold.  
December, 1908.





TRAFFIC CHART  
SUBWAY EXPRESS STATIONS  
5:30 TO 6:30 P.M.

TABLE XII.  
RECORD OF PASSENGER TRAFFIC, FROM 5:30 TO 6:30 P. M.  
Northbound from Brooklyn Bridge to 96th Street.

	Express Trains.			Local Trains.			Transferring.	On Trains	
	On Trains	To Street	To Trains	To Street	To Trains	from Trains.		Coming	Going Out
	Coming Into Station.	from Trains.	from Street.	from Trains.	from Street.	from Trains.	Express to Local.	Into Station.	of Station.
Brooklyn Bridge .....	10,380	269	6,231	0	870	135	435	326	1,514
14th Street .....	15,490	293	4,604	586	1,082	5,872	1,802	11,680	8,106
Grand Central .....	24,100	2,210	1,358	1,317	1,017	4,461	2,351	13,490	11,080
72nd Street .....	26,062	1,014	238	625	253	1,801	1,229	12,874	11,930
96th Street .....	25,790	1,252	581	188	208	1,951	3,966	8,897	10,319
Totals .....	.....	5,038	13,012	2,716	3,430	14,220	9,783	.....	.....
Average passengers per train— (Total ÷ 30) .....	.....	168	433	90	114	474	326	.....	.....

This diagram shows a typical distribution of cars and of passengers for one hour during the evening rush at the northbound express stations. A separate diagram is shown for each of the five express or transfer stations. Each diagram shows for one hour (a) the number of seats on both the express and the local service; (b) the number of passengers both entering and leaving the station on each class of trains; (c) the number of passengers entering and leaving the station from and to the street; and (d) the number of passengers transferring from local to express trains, and vice versa. The exact figures are shown by the table.

Plate III.  
To Accompany Report Upon  
The Traffic Of The Subway  
by  
Bion J. Arnold.  
December, 1908.



(11)  
BION J. ARNOLD'S REPORT No. 7—"THE RETURN ON THE INVESTMENT IN THE SUBWAY."  
The Secretary presented the following report of Bion J. Arnold on "The Return on the Investment in the Subway," which was approved and ordered filed:

LETTER OF TRANSMITTAL.

December 31, 1908.

Public Service Commission, for the First District, State of New York, Tribune Building, City:

GENTLEMEN—I have the honor to transmit herewith my report upon "The Return on the Investment," in the Subway of the Interborough Rapid Transit Company, this being Report No. 7. Many of the conclusions reached in this Report result from analyses already made in my former reports upon "The Signal System," "The Subway Car," "The Capacity of the Subway," and "The Traffic of the Subway."

This report discusses the influence on the return upon the investment of the density of traffic; non-paying branch lines; fixed charges upon structure and equipment; depreciation; income and expenses per car mile; non-paying car miles; the necessity for the development of the short haul business; development of maximum capacity by proper design and the relative effect of each of these elements upon the practicability of maintaining a Subway system throughout Greater New York upon a fixed five cent fare basis.

Respectfully submitted,

BION J. ARNOLD, Consulting Engineer.

THE RETURN ON THE INVESTMENT IN THE SUBWAY OF THE INTERBOROUGH RAPID TRANSIT COMPANY OF NEW YORK CITY.

The fundamental problem of rapid transit in the City of New York, at the present time, is how to provide additional rapid transportation facilities and maintain the present five-cent fare.

In order to determine to what extent additional Subways can be constructed and operated profitably either by municipal credit, private capital or a combination of both, it is imperative to study the results of three years' operation of the present Subway.

The object of this report, therefore, is to analyze the various items of revenue and expense and to show the relative financial influence on each item of the possible improvements that can be made on the design and operation of subsurface systems of transportation.

ANALYSIS OF EARNINGS AND EXPENSES.

Table No. 1 shows a comparative statement of the car miles, the earnings and the operating expenses for the present Subway for three consecutive fiscal years, the last one ending June 30, 1908.

It will be noted from this table that during the last three years the revenue from passenger traffic has been increasing from 21.6 cents to 22.77 cents per car mile and that the revenue from other sources (rent of power, advertising, privileges, etc.) has also been increasing from .47 cents to .53 cents per car mile, making the gross income per car mile increase, in these three years, from 22.08 cents to 23.3 cents per car mile.

On the other hand, the expense of operating the road has fluctuated from 9.32 cents to 10.45 cents and back to 10.05 cents per car mile, resulting in the net earnings also fluctuating from 12.76 cents to 12.43 cents, and finally, during the last yearly period shown it reaches 13.25 cents per car mile.

The revenue is derived from three sources:

1. From advertising.
2. From rent of power, sale of privileges, etc.
3. From passenger traffic amounting to the five cent fare multiplied by the number of passengers carried.

The total revenue from the first two items amounted, during the past year to 2.27% of the revenue from all sources and these items are increasing in relative importance each year. It is probable that the revenue from other sources than passenger traffic may be made to amount to one cent per car mile, and therefore is a source of revenue that should not be neglected.

Unless the fare is raised, the only method of increasing the last item or the gross revenue from passenger traffic is to carry more passengers. This possible increase in passenger traffic may be divided into four classes:

- a—Passengers who would ride counter to the rush travel, thus utilizing to better advantage, than at present, the returning cars.
- b—Passengers who would ride during non-rush hours, thus utilizing the equipment which is on hand but at present lying idle during a large part of the time.
- c—Passengers who would ride a comparatively short distance—that is, short haul passengers who, at present, either walk or use the surface lines.
- d—Passengers who would add to the present traffic during rush hours.

The object should be to increase the average income per car mile without adding materially to the present crowding; that is, the most desirable passengers are those of the first three classes.

Table No. 1.

COMPARATIVE STATEMENT OF CAR MILES, EARNINGS AND OPERATING EXPENSES OF THE SUBWAY OF THE INTERBOROUGH RAPID TRANSIT COMPANY, NEW YORK CITY, AS GIVEN IN ITS REPORTS.

	Year Ended					
	June 30, 1906.		June 30, 1907.		June 30, 1908.	
	Amount.	Per Car Mile.	Amount.	Per Car Mile.	Amount.	Per Car Mile.
Car Miles.....	31,931,073	....	37,184,940	....	44,005,213	....
Earnings:						
From Transportation.....	\$6,900,873.96	\$.216	\$8,319,468.24	\$.2237	\$10,020,538.18	\$.2277
From Other Sources.....	151,138.04	.0047	187,455.37	.0050	232,799.19	.0053
Totals.....	7,052,012.00	.2208	8,506,923.61	.2288	10,253,337.37	.2330
Expenses:						
A Maintenance:						
a. Way.....	358,014.01	.0112	483,975.09	.0130	518,552.16	.0118
b. Equipment.....	360,628.88	.0113	706,839.06	.0190	821,744.49	.0187
c. Power Plant.....	75,256.13	.0024	115,887.66	.0031	153,756.87	.0035
B Transportation, Operation:						
a. Wages, Conductors, Motormen & Guards.....	538,795.47	.0169	664,519.95	.0179	787,068.42	.0179
b. Wages, Platform men, Agts., Gate-men, Porters.....	273,718.23	.0086	318,639.32	.0086	370,786.85	.0084
c. Other expenses.....	347,857.19	.0108	411,140.44	.0110	419,245.05	.0095
C Power Supply.....	830,266.59	.0260	921,168.32	.0247	1,047,259.33	.0238
D General Expenses.....	193,572.85	.0060	261,229.84	.0070	304,900.10	.0069
Total Expenses.....	2,978,109.35	.0932	3,883,369.68	.1045	4,423,313.27	.1005
Ratio of Operating Expenses to Earnings.....	42.23%	....	45.64%	....	43.14%	....
Net Earnings.....	\$4,073,902.65	.1276	\$4,623,553.93	.1243	\$5,830,024.10	.1325

It was shown in my report Number 6 upon "The Traffic of the Subway" that the local or short haul business is by far the most desirable passenger traffic and that the success of the present Subway as well as the possibility of building future Subways depends largely upon the possibility of developing this short haul business. There is nothing to be gained by increasing the long haul load—in fact this part of the business has already become too great a burden and unfortunately is growing rapidly. The only possible way to offset the losses due to passengers riding 10 to 15 miles for 5 cents is to furnish a local service which will attract a greater number of passengers who will ride comparatively short distances on a 5-cent fare. This short haul business will not be an advantage, how-

ever, unless it can be handled in short haul cars, can be accommodated by cars which otherwise would run empty, or can be handled by means of moving platforms at a lower cost per passenger than by train operation. It is a matter of every day observation that there is a large amount of short haul passenger business available in the downtown district of Manhattan which is not at present accommodated by the surface or elevated systems, and it is this kind of traffic which would produce relatively the largest net returns for a Subway system. The travel which has been created by the present Subway between the 42nd Street district and lower Manhattan is a convincing demonstration that there is little disadvantage to the spreading out of the business district even as far as Central Park—if the transportation facilities can be made adequate. The growth of the business district and the profit to be derived by serving this enlarged territory with a Subway system carrying many of its passengers but short distances, is the line of development which holds the greatest promise.

The earnings of the present Subway are at the rate of five cents for each passenger carried, while the expenses are in proportion to the car miles operated. It, therefore, should serve as many different passengers as possible with the most advantageous distribution of car miles. Every empty car carried means either a sacrifice of the service that can be rendered during the rush hour period or an increase in the car mileage with a corresponding reduction of the return on the investment.

To make a comprehensive Subway system pay a fair return on the investment, the income from passenger traffic should average about one cent per passenger mile. Passengers carried more than 5 miles and thus contributing less than one cent per mile must be balanced by other passengers traveling less than five miles and thus contributing an amount proportionately greater than one cent, per passenger mile.

EXPENSES.

The total cost of operating a Subway may be divided as follows:

1—Operating Expenses.

A—Maintenance Expenses;

- a—Maintenance of Way including Tracks, Stations and Subway;
- b—Maintenance of Equipment including Signal System, Electrical Conductors, Rolling Stock, and Repair Equipment;
- c—Maintenance of Power Plant including Power Houses and Sub-stations.

B—Transportation Expenses;

- a—Wages of Conductors, Motormen and Guards;
- b—Wages of Platform men, Agents, Gate-men, and Porters;
- c—Other Transportation Expenses.

C—Power Expense, including Labor, Fuel, and Supplies at Power House and Sub-stations.

D—General Expenses including Damages and Insurance.

2—Interest and Sinking Fund on Permanent Way.

In case of the present Subway, the money supplied by the City for permanent way bears an annual interest charge of an average of about 4% and an annual sinking fund charge of 1% making a total annual charge of about 5%.

3—Interest on Investment of Company including Equipment.

This charge will vary from 4% to 6% depending upon financial conditions.

4—Depreciation Reserve.

With the present Subway, no depreciation reserve fund has yet been provided

5—Taxes.

With the present Subway the taxes are nominal, being only \$60,000 per year.

A study of the records of operating expenses as shown by Table 1 can be made to advantage if each item is examined with the idea of determining how much can be saved by taking advantage of every possible economy and also what effect each individual improvement will have on the total operating cost.

1—Operating Expenses.

A—Maintenance Expense.

The table shows that for the year ended June 30, 1908, the expenses for maintenance were as follows:

A—a Maintenance of Way.....	1.18 cents per car mile
b Maintenance of Equipment.....	1.87 cents per car mile
c Maintenance of Power Plant.....	.35 cents per car mile

Total Expense for Maintenance..... 3.40 cents per car mile

This maintenance expense, which increased considerably during the second year has been decreased during the past year, indicating that these expenses do not necessarily increase with the age of the Subway.

Careful management will tend to keep the maintenance items down and an investment in an efficient repair equipment would be justified.

Every car operated one mile will entail a corresponding maintenance expense; that is, the unit cost per car mile of these three items of maintenance is practically independent of the number of car miles operated and will not decrease materially as the number of car miles increase.

In this respect these items may be classed with two other items which, for the same period, were as follows:

B—Wages of Conductors, Motormen & Guards.....	1.79 cents per car mile
C—Power Supply.....	2.38 cents per car mile

The unit cost per car mile of both the wages of the trainmen and the expense of supplying energy to the cars will be practically constant whatever the number of car miles operated. Taking these last two items and adding them to the first three items, we have a charge of 7.57 cents per car mile which cannot be decreased by any appreciable amount by running more car miles but which can be avoided entirely every time a car can be prevented from running a useless mile. The problem therefore, to reduce the influence of these charges, is to run as few non-productive car miles as possible.

For instance, there are 1,870,000 cars running each year on the Lenox Avenue branch which are diverted a distance of .85 mile in order to use the Broadway tracks between 103rd Street and 42nd Street. If these cars could be carried down Madison Avenue from Lenox Avenue and West 110th Street to Grand Central Station, a saving in useless car movement amounting to 1,589,500 car miles would be effected which at 7.57 cents per car mile means an annual economy of \$120,325.15. This amount added to the probable net earnings of the cut off itself would probably more than justify the investment of the cut off and in addition decrease the present running time between The Bronx and the Battery.

There are also fully 1,000,000 useless car miles run every year which result from the lack of a storage space in lower Manhattan for the use of cars which now travel one way practically empty before or after each rush hour period. In building future Subways, the need of a storage space to act as a reservoir for cars used only in serving the peak load should be carefully considered. Even where a Subway is provided with enough tracks to carry the same number of cars in both directions, the investment in a storage space, say under Battery Park, would be justified, but when an odd track is to be provided for handling the rush hour traffic, in one direction in the morning and in the other direction at night, the cost of the storage tracks would be less than the cost of an additional track the entire length of the road and the saving effected by the elimination of the useless car miles which will be avoided by storing the cars during the day will result in an added economy.

There are useless car miles run at present resulting from the fact that many of the trains have a large number of vacant seats at the extreme ends of the line. With the present Subway at least 2,000,000 car miles of empty cars are operated each year because it is impracticable at present to couple up the cars quickly. When a method of more quickly making up trains has been perfected it will be possible to add or subtract cars to or from a train at intermediate stations and thus avoid the useless waste of power, trainmen's time and equipment involved in carrying many of the full length trains to the extreme ends of the branches.

Under present operating conditions it requires too long a time to make and break the mechanical, electrical and air connections between the cars. This operation now requires from one to two minutes, as all of the couplings are made by hand. When it



is finally realized that, in order to operate Subways successfully, every economy must be carefully developed the advantage of being able to make up and break up a train so as to avoid running full length trains out to the extreme ends of the lines will be appreciated and all of the coupling devices will be made automatic so as to reduce to a minimum the delays at the junction stations.

If for no other reason than to allow the greatest flexibility in making up trains of various lengths at terminal stations, as well as at the junction points of two or more lines, the principle should be adopted, with future Subways, of providing each car with motors.

At the present time, only 60% of the Subway cars are motor cars, the remaining cars being trailers. Thus, in a 3-car train there are 2 motor cars; in a 5-car train 3 motor cars and in an 8-car train, 5 motor cars—but the make up of the trains is thus confined to 3, 5, or 8 cars. With motors on each car, the trains could be made up equally as well with any number of cars and the decided changes in sizes of trains that now occur in the rate of car movement where the length of trains is changed at certain times of the day, could be made more gradual.

With the present Subway these three sources of useless car miles show a total of over 4,500,000 car miles a year or about 10% of the total number of car miles operated. If all these car miles could be cut off, the annual saving at the rate of 7.57 cents per car mile would amount to \$320,000.

#### OPERATING EXPENSES.

There are some items of operating expenses which vary *inversely* as the number of car miles. These, in the present Subway, are as follows:

Bb—Wages of Platform men, Agents, Gatemen, Porters, etc. ....	.84 cents per car mile.
Bc—Other Transportation Expenses.....	.95 cents per car mile.
C—General Expenses .....	.69 cents per car mile.
Total.....	2.48 cents per car mile.

With a given Subway the greater the number of car miles operated the less will be the expenses per car mile for these three items. For instance, with the present Subway, if twice as many car miles could be operated the total expense represented by these items would remain about the same and the unit cost of these items per car mile would be only about one half what it is at present. These three items will show the results of efficient management to a considerable degree—but the best way to reduce their importance relative to the total operating expense is to operate as many car miles as can be used to advantage.

The actual operating expenses *per car mile* are thus divided into two classes of expenses. The first class consists of those items which remain practically the same irrespective of the number of car miles operated. That is, the cost of maintenance, train men, and power which are the items in the first class and which in the case of the present Subway amounts to a total of 7.57 cents per car mile cannot be reduced to any great extent by running more cars. The second class consist of those items of operating expense which are general and which therefore become less per car mile as soon as more car miles are run. In the case of the present Subway, this second class of items which consist of station charges and general expenses amounts to 2.48 cents per car mile.

The total of the two classes thus amounts to (7.57 + 2.48) or 10.05 cents per car mile. Little can be done in the future operation of the present Subway or in the design of future Subways to cut down materially the cost per car mile of the items of the first class. Efficient management and the design of a Subway which will allow the running of a greater number of trains upon each track will cut down the cost per car mile of the items of the second class—but this part of the expense is proportionately small.

#### ANALYSIS OF THE FIXED CHARGES.

The annual charges are as follows—

- Interest on the Cost of Permanent Way.
- Sinking Fund on Investment in Permanent Way.
- Interest on the Investment in Equipment.
- Depreciation on Equipment.
- Taxes.

All of these items can be reduced by keeping down the original cost of construction.

#### Limiting the Investment in Permanent Way.

Under New York City conditions, a Subway costs, approximately, three times as much to build as the present elevated roads, and it should handle considerably more traffic than an elevated road of corresponding length. It should therefore be apparent that Subways should be constructed only where there will be sufficient density of traffic to justify such an expensive type of construction.

The approximate costs of *one mile of single track—exclusive of equipment, power plants and electrical conductors*, for different kinds of construction in the vicinity of New York City are as follows—

	Cost per Mile of Single Track.	
	From Low	to High
Surface Railway (for overhead trolley).....	\$20,000	\$30,000
Add for Asphalt paving or.....	\$12,000	
Granite Block paving.....		\$20,000
Cost of surface road.....	\$32,000 to	\$50,000
Cost of Conduit road, including same allowances for paving.....	\$80,000 to	\$120,000
Elevated Railroad .....	\$200,000 to	\$300,000
Subway .....	\$600,000 to	\$900,000
Tunnel under River.....	\$1,200,000 to	\$1,800,000

These figures, which, as before stated, do not include the cost of car equipment, power station equipment, or transmission system, for the reason that such investment depends upon the car miles operated, indicate that to operate an elevated passenger road and keep the fixed charges per car mile for permanent way within reasonable limits the passenger traffic should be about 3 times that which would justify a surface conduit system. To support a Subway, the travel should be about 3 times the minimum travel that would justify the building of an elevated road; and to maintain a tunnel, the length of haul must either be very short or the passenger movement through it must be of great magnitude. Due allowance must always be made for possibilities of development—but when the promise of a reasonably early growth in traffic does not exist the more expensive forms of permanent way cannot be justified from a strictly commercial point of view.

The extension of the Subway type of construction into outlying districts which for some years after the Subway is built will not pay interest on the investment is an annual burden and the present Subway is seriously handicapped by such a burden. Subways are eminently adapted for main line traffic but not for branch lines. Feeder lines to the Subways should consist of elevated roads or of lines located in open cuts—fed in turn by surface lines. In order to get a proper return on the large investment required for Subway construction, the tracks of the Subway must be used to their maximum efficiency, particularly during rush hours. To get three times as many cars over one track in a Subway as are now run on one track of an elevated structure, means long trains at frequent intervals. If 7-car trains on 2-minute headway (210 cars per hour) are found possible on one elevated road, then 10-car trains on 1-minute headway (600 cars per hour) must be provided for in the Subway to put the earning power of the Subway method of transportation on the same basis as that of the present Elevated system.

In general, then, a Subway should be built to take the place of three elevated lines and the outlying districts can not be relied upon to support a Subway until the traffic which originates in the district added to the traffic which passes through the district is sufficient to justify three elevated lines of the present type.

#### INTEREST ON THE COST OF PERMANENT WAY.

There are difficulties in the way of determining, just at the present time, the exact charge to be made per car mile for interest on the cost of the permanent way of the present Subway. All of the charges against this account have not been adjusted; parts of the Subway have not been in operation for a complete year, while other parts, such as the Brooklyn branch, have been designed and built to provide for future extensions, and, therefore, represent a comparatively larger investment than would be justified by present traffic. Safer conclusions can be drawn by considering a Subway similar to the present Subway, but ending at the Battery, thus eliminating the expensive tubes under the East River and the complicated system of tracks at the Brooklyn end. The cost of constructing the permanent way of a Subway equal in mileage to the present Subway tracks in the Boroughs of Manhattan and The Bronx may be taken at \$50,000,000. In addition to this investment, it would be necessary to equip the Subway with rolling stock and repair equipment, power house, substation, signal system, and electrical distributing systems, and the cost of this "equipment" would add \$25,000,000 to the investment.

The performance of the present Subway shows that 50,000,000 car miles can be operated to advantage in that part of the Subway on the Manhattan side of the East River tunnels, that is, one car mile per year may be expected for each dollar invested in permanent way, and two car miles per year for each dollar invested in "equipment." In other words, the total investment in a Subway similar to the present Subway, not including the Brooklyn tunnels and extension, may be taken at \$75,000,000 for both permanent way and equipment. A Subway of the present design could operate about 50,000,000 car miles per year upon that part of its road which could be built and equipped for \$75,000,000, so that the total investment would be approximately \$1.50 for each car mile per annum.

Upon a large part of the cost of the permanent way the present operating company is paying interest at the rate of 4% per year, which is at the rate of 4 cents per car mile for interest charges on the cost of permanent way only. If the construction funds had been provided by a private company the interest cost per car mile would probably not have been less than 5 or 6 cents. If all of the money furnished by the City for the permanent way could have been secured at 3½%, the cost per car mile for this interest would be 3.5 cents. To reduce to a minimum the effect of this interest charge per car mile the rate of interest must be low, the initial cost of future Subways must be made less, or the number of car miles which can be operated over a given permanent way must be considerably increased. This item of annual interest charge upon the permanent way offers more opportunities for improving the financial standing of a Subway system than any other item so far discussed.

For instance, with the present Subway, fully 30% of the investment is in branch lines which are operated at a loss. If these branches could be eliminated, or if the first cost of these unprofitable branches could be charged proportionately, by special assessment, directly upon the property benefited by them, then this interest charge on permanent way would be reduced by 30% or from 4 cents to 2.8 cents per car mile, thus effecting a saving of 1.2 cents per car mile.

If, instead of adopting the Subway type of construction for a large part of these branch lines, an elevated road is built, then the cost per car mile for permanent way will be reduced in the proportion that the saving in first cost bears to the total cost.

If, further, future Subways could be built with a much greater carrying capacity in proportion to the amount invested in permanent way as suggested in Report No. 4 on "The Capacity of the Subway" then this unit charge of 4 cents per car mile for interest on permanent way can be reduced to less than 3 cents per car mile without any change in the rate of interest carried by the present Subway.

#### SINKING FUND FOR THE INVESTMENT IN PERMANENT WAY.

What has been said in regard to the interest charges on permanent way applies equally well to the annual sinking fund charge on this same investment. The arrangement with the City by which most of the money for permanent way of the present Subway was raised provides for a sinking fund of 1% per annum on that part of the investment. On a basis of 50,000,000 car miles with an investment of \$50,000,000 this sinking fund of 1% per annum amounts to 1 cent per car mile. Thus with the present Subway the investment in permanent way is approximately at the rate of one dollar invested in initial cost to produce the capacity necessary to operate one car mile per year; i. e., a \$50,000,000 investment in permanent way may permit the operation of approximately 50,000,000 car miles per year. In future Subways, it is not unreasonable to expect that 2 car miles should be operated for every dollar expended for permanent way and thus the sinking fund charge be reduced to 0.5 cent per car mile.

#### INTEREST ON INVESTMENT IN EQUIPMENT.

The investment for the equipment of a Subway similar to the present Subway in Manhattan and The Bronx may be taken at approximately \$25,000,000. As this money was not raised by means of the City's credit the interest charge may be taken at 6% per annum, as this is about as low as money usually costs a private corporation after paying brokerage and other expenses incidental to securing it. On the basis of 50,000,000 car miles, this interest charge upon equipment amounts to 3 cents per car mile.

This interest charge is upon the cost of the power plant, substations, electrical distribution systems, signal system, rolling stock and the repair equipment. The original cost of all of this equipment increases directly as the car miles increase; that is, the unit cost per car mile will be practically the same irrespective of the number of car miles operated, provided that the distribution of load throughout the day is relatively the same in all cases.

The most effective way of reducing the importance of this charge for interest on the equipment therefore must be by reducing the rate of interest. If the money for the first cost of the equipment had been raised on municipal bonds, or in any other way, at the same rate (i. e. 4%)\* as the money invested in permanent way, then the unit cost would be reduced from 3 cents to 2 cents per car mile, a saving of 1 cent per car mile. This method of financing the cost of the equipment would therefore result in a considerable reduction in the annual charges.

#### DEPRECIATION.

In the accounting system used with the present Subway, the item of depreciation upon equipment is not recognized. In my opinion, this policy or perhaps lack of policy is a serious mistake, as it is certain that if all of the surplus earnings are disbursed each year in the form of dividends and no allowance is made for depreciation, there will come a time when renewals must be made either at the expense of the stockholders or at a sacrifice of the service, which can and should be maintained for future patrons of the Subway system.

Just how much the allowance for depreciation should be cannot be determined without a careful study of the conditions in each particular case. An investigation will, no doubt, reveal the fact that there are parts of the structure and perhaps also of the equipment which can be maintained up to full working value and upon which the reserve for depreciation may be neglected—but this same study will also show that there are other parts which are depreciating in such a way as to require an annual reserve to provide for eventual renewals.

For instance the wooden cars should be removed from the Subway but apparently no way of financing this loss has been adopted. These cars were the best cars that could be secured at the time the Subway was designed, but shortly after they were built metal cars were developed. Of about 850 cars in the Subway 500 are of this wooden or composite type. The original cost of these composite car bodies was \$3,350. each and new metal bodies to replace them will cost about \$5,500. each. The difference between the cost of new metal cars and the original cost new of the composite cars should be charged to capital account but the difference between the original cost of the composite car and its scrap value as it leaves the Subway should be considered a loss and be offset by a depreciation reserve.

In the course of time the same procedure would make it possible to replace the signal system; the braking equipment and parts or all of the power plant, as these various parts of the equipment become obsolete on account of the advance in the art. If an annual appropriation is not taken out of the surplus each year for depre-

\* The money in the present Subway was raised at different times and in different amounts by means of bonds carrying interest rates ranging from 3% to 4½%, but averaging about 3½%. In order to be conservative, 4% has been assumed in this analysis as a rate which would undoubtedly secure money upon municipal credit, and 6% as a rate which would secure money upon the bonds of a private company, these rates covering the total cost including brokerage for securing money for construction purposes.



ciation purposes, it will be impossible to keep the equipment up to the highest standard without charging renewals to capital account.

There are a number of electrical traction properties which have set a very commendable precedent by crediting a certain amount of their income annually to a depreciation reserve account, among them being The United Railways Company of St. Louis, Mo., The Milwaukee Light, Heat & Power Company of Milwaukee, Wis., as well as all the surface railway companies in Chicago which are now operating under the recently granted ordinances under which the city and the companies are jointly interested in the net profits of the company.

While this question of depreciation in connection with the present Subway is evidently being neglected, it is essential that the item of depreciation should be considered in analyzing the possibilities of a fair return on the investment. I assume that the accounting system for the future operation of Subways will conform to the accounting system adopted by your Commission and as this system includes a depreciation account, I feel warranted in recognizing this charge in this analysis.

RECAPITULATION OF POSSIBLE SAVINGS.

We are now in a position to reach some conclusions regarding the design of future Subways by reviewing the entire problem of making a sub-surface system of transportation pay a fair return on the investment even with the fare limited to the uniform amount of five cents per passenger.

In the following recapitulation the cost of operating the present Subway is first shown in each case, the figures of operating expenses being taken from the record of the year ending June 30, 1908.

The extreme theoretical reduction in cost that can reasonably be expected is shown in the second column and the final column is intended to indicate the lowest probable practical limit of cost that can be attained in the operation of future Subways under the most favorable conditions. All figures are given in the unit of cents per car mile.

COMPARATIVE OPERATING EXPENSES.

	Cost in cents per car mile.		
	Present Subway	Possible Saving	Future Subway
Maintenance of Way..... The reduction is due to the possibility of operating more cars than is done at present over each track.	1.18	.18	1.00
Maintenance of Equipment..... The saving shown may be accomplished by providing the most economical repair shop equipment.	1.87	.27	1.60
Maintenance of Power Plant..... Very little saving is to be expected except that due to running more cars or providing slightly less reserve machinery than has been thought best with the present Subway.	.35	.10	.25
Wages of Trainmen..... The only reduction that can be expected in this item will be due to efficiency in the management of the men and trains, and not in the reduction of the cost of labor. Every car mile operated will require its quota of trainmen.	1.79	.04	1.75
Wages of Station men..... All station expenses per car mile will become less as the volume of traffic increases.	.84	.34	.50
Other Transportation Expenses..... This item also diminishes as the number of car miles increases, although the reduction cannot be expected in the same proportion as the increase in car miles.	.95	.40	.55
Power Expenses..... Every car moved one mile will require approximately the same amount of power, unless the average speed is reduced. Some slight economy may be expected with increase in load.	2.38	.20	2.18
General Expenses..... This item will become smaller as the car miles increase, as the total expenses are divided among a larger number of car miles.	.69	.25	.44
Total Operating Expenses..... The total probable saving in operating expenses is less than 2 cents per car mile, and the lowest limit to which these expenses can be reduced is 8.27 cents per car mile. As the fullest limit of economy cannot be expected with every item in any one case, it is probable that 9 cents per car mile represents the lowest practicable operating cost, in the present state of the art.	10.05	1.78	8.27

COMPARATIVE FIXED CHARGES.

	Costs in Cents per Car Mile.		
	Subway Similar to Present Subway	Possible Saving.	Future Subway
The first column shows the results that can be obtained by operating 50,000,000 car miles in a Subway in which the permanent way, cost \$50,000,000 and the equipment \$25,000,000, which is approximately the ratio with the present Subway.			
Interest on Permanent Way..... This item can be limited by keeping down the investment and by operating the tracks up to their fullest limit of capacity during rush hours.	4	2	2
Sinking Fund for Permanent Way..... This item can be reduced in the same proportion as the previous one. The 1% determined upon as the rate for sinking fund with the present Subway is not any too large.	1	0.5	0.5
Interest on Equipment..... By reducing the rate of interest from 6% to 4%, a considerable saving can be effected. If the policy of providing funds for the equipment by means of the City credit could be followed the saving in interest per car mile would go far toward providing an adequate depreciation reserve for the replacement of this equipment.	3	1	2
Total for Fixed Charges..... It will be seen that the possibilities for saving are nearly twice as great with the fixed charge accounts as with the operating expense items.	8	3.5	4.5
Total Cost, Including Both Operating Expenses and Fixed Charges..... The sum total of all the possible economies amounts to 5.28 cents per car mile, or 30% of the total average cost of operating each car mile in a Subway similar to the present Subway. As the lowest limit can only be secured by strict economy in investment and in operation, which in some cases might reduce the quality of the service supplied, it will be better to assume a medium figure of between 14 and 15 cents per car mile as the low practicable limit which can eventually be expected with future Subways. With the present Subway it will be difficult to introduce sufficient economies to reduce the total cost per car mile to less than 17.5 cents.	18.05	5.28	12.77

RECAPITULATION OF ESTIMATES FOR FUTURE OPERATIONS.

	Cost in Cents per Car Mile.	
	Subway Similar to Present Subway.	Future Subway.
Income per Car Mile—		
From passenger operation only.....	23	18
From advertising, sale of power, etc.....	1	1
Total gross income per car mile.....	24	19
Operating Expenses.....	10	9
Net Earnings.....	14	10
Fixed Charges.....	7.5	5.5
Surplus to be applied to dividends and depreciation.....	6.5	4.5
Depreciation at the rate of 3% per year on actual investment in equipment.....	.....	1.5
Surplus for profit.....	6.5	3

From the foregoing analysis it will be seen that in order to pay a profit of 6.5 cents per car mile from the operation of a Subway similar to the present Subway, it is necessary to crowd the passengers in the cars so that the average income from passenger revenue amounts to 23 cents per car mile. Furthermore, in order to maintain this profit of 6.5 cents per car mile, which in the case of the present Subway is now all disbursed as dividends, the item of depreciation on the equipment must be entirely neglected.

The second column shows that if changes are made in the methods of financing, constructing and operating Subways it is possible to design and build future Subways that will furnish adequate service for a 5 cent fare and at the same time take care of depreciation and interest on the investment. That the service can be adequate is indicated by the fact that the income per car mile from passenger revenue only need not be more than 18 cents, instead of 23 cents as required under present conditions.

In order to produce this result the following economies must be secured:

	Saving Per Car Mile.
1. Reduce the investment required for permanent way by raising by special assessment on the property benefited the first cost of all branch lines. The saving per car mile would approximate.....	1 cent.
2. Increase the earning capacity of each dollar invested in permanent way by designing the stations on the main line on the reservoir principle, so that 60 trains an hour can run over each main line track. Practicable saving per car mile.....	1 cent.
3. Effect economies in operation and maintenance and reduce relative importance of general expenses by operating more cars with same organization charges. Saving per car mile.....	1 cent.
4. Raise the money for the first cost of the equipment on a basis of 4% instead of 6%, either by using the City's credit or otherwise. Saving per car mile.....	1 cent.
5. If all the investment for both the permanent way and the equipment could be secured solely upon the City's credit, the "profit" made by the operators over and above interest charges could be justly reduced, as the operators would then assume no financial risk. With the present Subway which pays nominal taxes amounting to about \$60,000 per year about 1 1/2 cents of every 5 cent fare goes toward "profit." If the City furnished the money for the equipment as well as for the permanent way, then this profit could be reduced from the present rate of about 6.5 cents per car mile, as shown in the above table, to not more than 3 cents per car mile. At this rate the profit to the operators would amount to \$1,500,000 per year on the basis of 50,000,000 car miles. Thus the saving per car mile to the Subway system by this arrangement would amount to at least.....	3.5 cents.

The above statement shows the relative value of the possible economies in design and operation that may be realized in connection with future Subways. The sum total of all the savings amounts to 7.5 cents per car mile, but as it may not be practicable to secure the full measure of economy indicated as possible in each case, the total saving may be taken at 6.5 cents per car mile. As a "contra" charge, it must be remembered that a depreciation reserve fund should be provided for which at least 1.5 cents a car mile must be allowed, thus reducing the net saving to 5 cents per car mile; that is, assuming that the above economies are effected, future Subways may be maintained with a gross average income per car mile from all sources of 19 cents, instead of 24 cents, as at present, on the assumption that no taxes are paid in either case.

If future Subways are taxed upon the same basis as the present Subway, which, when reduced to a car mile basis amounts to 0.12 of a cent per car mile, future Subways would have to earn 19.12 cents per car mile, instead of 19 cents, as above stated, but if they were taxed upon the same basis as the present elevated lines of the City of New York are taxed, which, when reduced to car mile basis, is about 3 cents\* per car mile, future Subways would have to earn 22 cents per car mile instead of 19 cents, as above stated.

The above analysis means that had the difficulties of Subway construction and operation been as well understood at the time that the present Subway was constructed as they are today and the economies above suggested been then embodied, it could have rendered more satisfactory service with its present revenue, and further that if the above suggested economies are embodied in the construction of future Subways, such Subways may be constructed into somewhat less desirable territory than that occupied by the present Subway and made self-sustaining on a fixed five cent fare.

Furthermore, it is feasible, even if all of the above economies are not realized, to construct, operate and maintain Subways in certain localities within the congested districts of the City of New York and operate them upon a five cent fare,—but if to these short haul Subways is added the burden of a long haul into sparsely settled territory, such Subways as a whole will not be sufficiently attractive to induce private capital to construct and operate them unless a fare somewhat higher than the present five cent fare is allowed for the long haul passengers for at least a period of years, or until such time as the local traffic builds up throughout the entire length of the Subway.

In other words, it seems to me that as a general proposition, these short haul Subways cannot be divorced from the long haul feature and that consequently with the return upon the investment now required by private capital there is now no field in New York City for the construction of a comprehensive system of Subways entirely with private capital unless the fare for the long haul passenger is something more than the present five-cent fare.

If it were possible to establish a fare greater than five cents for the long haul passenger, the solution to the problem would be simple from a railroad standpoint although complicated and disadvantageous to the public, but since the five cent fare is now the legal fare, the real problem is how to get Subways and maintain this five cent fare.

In the solution of this problem certain methods which have been discussed in this report seem open to me and they are briefly summarized in the following:

CONCLUSIONS.

1st: Raise all the money for the construction and equipment of such portions of future Subways as can be shown to be profitable upon the City's credit and at the lowest possible rate of interest.

2nd: For such portions of the system as are clearly unprofitable, let the territory, the value of which is enhanced by the construction of the Subways, bear the burden of the initial cost.

3rd: Eliminate taxes as is now done with the present Subway.

4th: Extend the refunding period for the retirement of the cost of Subways over as long a period as practicable.

5th: Design the express stations of the main stems of such Subways upon the reservoir principle so as to secure maximum capacity with minimum investment.

6th: Lay out a comprehensive system of transportation and begin the construction of Subways at the centre of the congested district and extend outward in order to get the benefit of the short haul profits before assuming too much of the long haul burden, and in connection with the short haul business investigate carefully the possibilities of moving platforms for the local tracks.

7th: Take advantage of specific cases where railroad companies desiring to secure terminals, the indirect value of which to them is great, may be willing to contribute largely to the cost of building portions of a comprehensive Subway system.

8th: Lease the operating privileges, under proper public supervision, to an operating company upon the basis of an agreed compensation per car mile—the number of car miles to be operated, which is the measure of service, to be determined by dividing the income from the traffic by the total cost of operating a car mile, the income to be sufficient to provide for operating expenses, including maintenance, fixed charges and depreciation, and leave sufficient margin to sufficiently compensate the operating company so as to secure the highest class of skill and efficiency in operation.

\* Including Franchise Tax which has not been paid.



(12)

REPORT OF COMMISSIONER MALTBIE—"THE INDETERMINATE FRANCHISE FOR PUBLIC UTILITIES."

Commissioner Maltbie presented the following report upon "The Indeterminate Franchise for Public Utilities," which was approved and ordered filed:

REPORT UPON THE INDETERMINATE FRANCHISE FOR PUBLIC UTILITIES OR TENURE DURING GOOD BEHAVIOR.

To the Public Service Commission for the First District:

SIRS.—I beg to submit the following report upon the Indeterminate Franchise or Lease for Public Utilities, applicable alike to franchises for company construction and operation and to leases of municipally constructed utilities, particularly subways and transportation lines, to private companies for operation:

The search for a form of franchise or of a lease which will protect the interests of the public and yet stimulate private initiative has absorbed the attention of many cities and states. The pendulum has swung from perpetual franchises with no restrictions to short-term franchises with every restriction it was possible to devise. Under perpetual franchises many cities have been robbed of valuable rights which they should have retained. Others, in order to avoid a similar result, have rushed to the other extreme and have bound the industry so tightly that it could not progress or expand to meet the needs of the community. It is easier to release a captive than to bind a fugitive; and the city which has too severely restricted a public service corporation can more easily increase the latitude allowed than can the city which has bargained away in perpetuity its power of control over such power. The short-term franchise is preferable to the perpetual franchise with no provision for reversion to the city; but experience has clearly shown that each has certain objectionable features which the ideal franchise should not possess. *The indeterminate franchise in the main avoids these, and combines the desirable features of the short-term franchise by protecting public interests and of the perpetual franchise by stimulating private initiative.* In one form or another it has been tried in many cities and found satisfactory. The principal questions now under discussion relate to the details of the plan and its adaptation to the needs of each locality.

*Definition.*—The indeterminate franchise, or tenure during good behavior as it is sometimes called, briefly defined, is a franchise which may be terminated by the proper authorities at any time upon the payment of a fair compensation for the value of property thus taken, exclusive of franchise. There are many other provisions of importance which are necessary to the practical operation of the plan (these will be discussed in the following pages); but the fundamental principle is the right of acquisition at any time at a reasonable cost. *This is the only way whereby a community can always and continuously control its own destinies and direct its own growth.* Governmental supervision of corporations is an effective weapon, but there are times when the desired results can be obtained only by the complete elimination of a given corporation or group of men, and then the right of purchase, to be followed by governmental operation or lease to another private corporation, is the only adequate remedy.

#### General Principles.

Before proceeding to analyze more in detail the shortcomings of the perpetual franchise and of the short-term franchise, and the corresponding advantages of the indeterminate franchise, it may be well to summarize without elaborate discussion the general principles relative to public utilities which have been established in the hard school of experience.

1. Public utilities requiring special and permanent fixtures in the streets have a strong and inherent tendency to become monopolies, and in most cities the control of one service and often of competing services is already in the hands of one corporation or one group of men.

2. Competition is, therefore, either absent or inadequate as a force for the regulation of rates and service; monopolistic corporations tend to become indifferent to the public, slow to adopt new inventions or processes, and inclined to accumulate larger and larger profits at the expense of the consumer.

3. Consequently, a complete system of regulation or control is absolutely necessary for the protection of the interests of the community and of the individual, and frequently of the corporation itself.

4. In metropolitan centers the demands for space upon, over or under the streets for an increasing variety of uses make it imperative that the public authorities should maintain a much more direct and elastic control over the public highways and places, unhindered by any irrevocable special franchise or franchise rights, than has been reserved ordinarily.

5. The welfare of a community requires that the service of every public utility shall be continuous, uninterrupted, extended over as wide an area as possible, constantly expanding with the increase of population, as efficient as the state of the industry will permit, and constantly progressing in efficiency.

6. Public welfare also requires that all public services shall be supplied at the lowest rates that will yield sufficient return to pay operating expenses, taxes, depreciation, etc., and a fair profit to capital. Otherwise worded, this means that the right to use the public streets under a special permit or franchise shall not be made the means for levying a special tax either for public use or private gain upon those who ride in the cars, or who use water, gas, telephones, electric current, or any other public utility.

#### Perpetual Franchises.

The objections to the perpetual franchise from the point of view of public welfare are so generally understood that it is almost unnecessary to speak of them. At this stage of our political development, it is difficult to find anyone outside of the direct beneficiaries of franchises who would argue that irrevocable and perpetual grants should be made. Few persons will even attempt to justify the theory which would uphold as binding upon present and future generations a grant made when the Pyramids were erected; yet that is the theory of the perpetual, irrevocable franchise. The error has often been perpetrated in the past because it was not seen that public utilities are affected with a public interest and are not purely private.

The streets of a city are not the property of a single generation which it has the right to barter or give away without limit. It would be no more foolish for the city to part with its police power than for it to part irrevocably with its control over the streets. A franchise is justifiable only for so long a time as it inures to the public benefit, and every generation and age should have the power, so far as possible, to work out its own destiny unhindered by limitations unwisely imposed by previous generations.

The chief objections to the perpetual franchise are these:

1. It is unwise and unsafe for a city to grant permanent, vested rights to use public property, when our experience has clearly shown that conditions are constantly changing, that no one can foresee what the future needs of a community will be and that what may be desirable at one moment is very likely to be undesirable in the near future, not to mention a century or two centuries hence.

2. It is inconsistent with the idea of free government, instituted for the benefit of the people, to surrender for all time to private interests a valuable special privilege in the public streets.

3. Perpetual franchises tend ultimately to produce over-capitalization, high rates, poor service, indifference to public welfare and lack of progress.

4. Even under an effective system of public regulation and control, there are times when an aggressive policy is needed, when new life must be infused into the management, and when a complete reorganization is the only remedy that will effect a complete cure. In such instances, a perpetual franchise is often an insurmountable obstacle. If the situation becomes unendurable, the power of eminent domain may be invoked, but the extreme cost of acquisition under such procedure is often prohibitive, as it represents not the actual value of the property, but the capitalized value of prospective earnings for all time to come.

The perpetual franchise has one important advantage. The grant of an irrevocable, perpetual right is so valuable that a company not infrequently constructs lines and extends its service in advance of demand, depending upon future profits to offset any temporary losses. This is swapping the present for the future, as no company will voluntarily do business at a loss, unless it expects to be amply repaid at some time. Ordinarily this has been accomplished by capitalizing the franchise, or by charging repairs or depreciation to capital. But in either case, certain persons are temporarily benefited and the gain is often to the advantage of the community for the time being, although it may pay dearly for it ultimately.

#### Short-Term Franchises.

The limited-term franchise may differ from the perpetual, irrevocable franchise only in theory. The grant that is to run for 999 years is limited, it is true, but for all practical purposes it is the same as a perpetual franchise, at least for several hundred years to come. A franchise for ninety-nine years has fewer points of resemblance, but the greatest dissimilarity appears when a ten, twenty or thirty-year franchise is compared with one in perpetuity. In other words, as the term increases, the specific objections to the short-term franchise tend to disappear; likewise its advantages. As these fade away, the objectionable features of the perpetual franchise appear and become more and more distinct as the term lengthens. In order to contrast the limited-term franchise with the perpetual franchise, which is irrevocable except through the power of eminent domain, a short-term franchise of twenty or thirty years should be considered.

Usually such a franchise contains a provision that at the expiration of the term the company shall cease to have any rights in the streets and may be required to remove its fixtures without compensation, to surrender all claim to them, or to accept a fair compensation for the physical property, unless the public authorities shall choose to renew the franchise. It would be futile to consider the first of these alternatives, for all of the principal public utilities have come to occupy, so far as we can foresee, a permanent and essential place in the life of every city. It would be an unpardonable error to grant a franchise for ten, twenty or fifty years on the theory that at the end of that period the fixtures in the streets would be removed.

The general objections to the short-term, limited franchise, revocable at certain fixed times, are the following:

1. Public utilities are deterred from developing in an orderly and continuous way. The life of the community is apt to be interrupted at periodic intervals, arbitrarily selected. From time to time changing conditions will necessitate a readjustment of relations between city and company, but who can tell in advance when such necessity will arise? Further, what is the probability that it will come at the end of a fixed period of ten, twenty or thirty years? Conditions and needs change so rapidly and with such irregularity in our modern cities, that often long before the expiration of a franchise there is need for some radical change in construction, equipment or operation. The company may or may not find it advantageous to make the change immediately. If it does not, the public may have to suffer from inadequate service.

The change demanded may be a change of motive power such as that from animal power to electricity or from steam to electricity; it may be the joint use of tracks by different companies, the establishment jointly of through routes over the lines of two or more companies, the better co-ordination of existing lines, or a unification of the entire transit system under a single management. Professor L. S. Rowe, in writing of street railways in Germany, has this to say of the experience of German cities with the fixed-term franchise:

When the city authorities were awakened to the tremendous social value of a well-developed transportation system, they found their hands tied in the attempts to secure it. The franchise grants of the '70's and '80's were generally made for a term of at least twenty-five and in some cases for forty and fifty years. Under the terms of these grants the street railway companies could not be compelled to extend their lines into the suburban districts. The companies were not disposed to take any chances, inasmuch as the original franchise grants imposed heavy financial burdens which would only permit of the construction of lines in the more densely populated sections. The efforts to secure an extension of service from the street railway companies led to long negotiations and gave rise to considerable bitterness of feeling. The only possible solution seemed to be the expropriation of the lines, but this involved expenditures which would have taxed the credit and resources of the larger cities to the utmost and would have been entirely beyond the reach of the smaller cities.

There is nothing more vital to a community than transportation. If transit facilities are poor, not only are commerce and industry seriously handicapped, but the moral and physical well-being of a large portion of the population is menaced and the happiness of all is seriously affected. No city should so part with its effective control over the transit situation that under changed conditions it will be helpless to secure the most efficient transit system.

2. As the date approaches when the franchise expires, the company is tempted to go into politics, being anxious to secure a renewal of its rights, especially if its property in the streets is to revert to the city without compensation at the termination of the franchise. Indeed, years in advance of this date the company is likely to watch its opportunity and seek quietly to elect city officials favorable to its interests in order to secure a renewal far in advance of the time of expiration, and at a time when the public is not prepared to meet the situation. Renewals in advance are sometimes made necessary from the standpoint of the company because of the demand for the extension of its lines or the reconstruction of its road, requiring the issue of bonds which cannot be sold unless the franchise is renewed because of the short period yet remaining. Sometimes also improvements are held up by the companies simply for the purpose of forcing renewals. Under such conditions, the company can bring up the question of renewal at any time, waiting for the most propitious moment, but the city must wait until the specified date arrives; it has no option. The company, also, may try and try again; the city but once, until another period has passed.

3. Toward the expiration of a limited-term franchise, unless the company has assurance that its rights will be renewed, plant and fixtures are naturally allowed to run down and service to deteriorate, until in many cases conditions become intolerable. If the franchise provides that at the expiration of the term the property shall revert to the municipality without payment, these results are almost inevitable and conditions are especially bad. In such cases the community suffers for years from poor service and the municipality gets a worn-out property of little or no value. These results are utterly at variance with the idea that each public utility ought to be continuously progressive, and they must result in checking the orderly development of the economic and social life of a community.

4. Under a franchise for a short definite period, it is usually impossible for the city to secure the construction of extensions or the adoption of improvements as the date of expiration approaches. The company naturally does not wish to invest capital in extensions of its lines into new territory or in experiments when it will have only a few years in which to operate. In this case again, the situation is made much worse if the property reverts to the city without compensation.

5. Because of these uncertainties, the franchise companies necessarily aim to get back their capital investment during the period covered by the franchise, or so much of it as possible. If all the property in the streets is lost to the company without compensation at the expiration of the grant, a sinking fund must be accumulated year by year to wipe out the capital at the end of the period, in addition to the annual dividends and interest. This leads to exorbitant charges and poor service.

6. The limited-period franchise is usually accompanied by elaborate provisions in regard to rates and service, which have been the outgrowth in part of the recognition of the above facts. These provisions are formulated upon the assumption that a franchise is a contract and that the city can foresee the requirements of the public for the entire period covered by the grant, and that the company also can foresee the obligations which it may safely undertake. Experience has proved that this assumption is unwarranted. The exigencies of twenty, thirty or fifty years in relation to the uses of the streets and the improvement of public services cannot be foreseen and are so uncertain that they cannot be adequately provided for in detail in advance by any contract, no matter how elaborate. This is particularly true of transportation matters.

7. The uncertainties of the limited franchise tend to disturb investments, to unsettle business conditions, and to encourage loose accounting and slipshod methods of finance. The companies capitalize their hope of renewals and then use whatever methods may be necessary in their attempt to make this capitalization good.

8. Companies which are required to perform specific services, such as paving and repairing streets and removing ice and snow from their tracks, are quite certain to neglect these obligations toward the expiration of their franchises, so that the surface of the streets gradually deteriorates and the public safety, convenience and health are endangered.

9. Whether it may be considered an advantage or a disadvantage, nevertheless it is true that the limited-term franchise forces a community to consider at periodic intervals the question of renewal or revocation. No matter how satisfactory the operation of the company has been, the question must come up and be decided. The natural result of a short-term grant is inferior service, and when the question of



renewal is up, the company is charged with this bad service, although it may be only partially at fault.

The principal advantage of the short-term franchise as compared with the perpetual grant is the possibility of municipal purchase and of a readjustment of operating methods to public needs at short intervals. The failure to foresee exactly what will happen is not imposed as a burden upon all ages to come. Like a contract between landlord and tenant, which runs for short terms or provides for periodic readjustments, so a franchise, which is the leasing of certain public rights to a private company, should provide some way by which the relations between city and company shall represent actual conditions. The short-term franchise may do this very effectually, but at the expense usually of good service and low rates.

The question naturally arises whether there is not some form of franchise which provides for such effective control and also encourages good service at reasonable rates. Probably no form measures up to this standard fully which does not provide for, or is not supplemented by state laws which provide for, efficient regulation by a public administrative body, but the indeterminate franchise does approach more nearly the standard than the short-term or the perpetual franchise.

#### *The Indeterminate Franchise—Its Advantages.*

There is a radical difference in theory between the fixed-term franchise and the indeterminate franchise. The former is a special privilege to use public property for profit during a limited period. The essentially public nature of the service performed is not emphasized. The indeterminate franchise on the other hand is the expression of the idea that a public utility is affected with a public interest in such a vital way that when it ceases to be operated in the public interest the franchise may be terminated, and that the representatives of the people may determine, and not the company, when that point has been reached. The service is to be steady and continuous, the only change is to be in the actual operator, it being within the power of the city to determine whether the existing company shall be allowed to continue, or be replaced by another company to which the property will be leased or sold after purchase from the original company, or be followed by operation by the municipality itself. Either course may be followed, and if another company is given an indeterminate franchise, its grant may be terminated in like manner if it proves unsatisfactory.

*Relation to Public Regulation.*—The theory of the indeterminate franchise fits well with the theory of public service commissions. With a permanent tribunal to compel adequate service at reasonable rates, there is no need for the elaborate terms and conditions with which many franchise grants have been loaded down, and most matters can be handled satisfactorily by that tribunal without a revocation of the franchise. But when a case does arise which cannot be properly dealt with through administrative regulation, then the power to terminate the grant forthwith comes into play most effectively. The power to retire from business any particular franchiseholder who proves inefficient will probably cover every case which regulation cannot promptly reach.

*Fair to City and Company.*—The indeterminate franchise, with provision for the purchase of the property of the company in case the franchise is revoked, is based upon the theory of limited risk and limited profit. The city is protected from the danger of having its interests sacrificed for a definite period of years or in perpetuity by the careless or corrupt action of city officials at any particular time. It desires adequate service at reasonable rates and continuous control. The company runs no risk of losing its property without compensation, or of having its investment rendered valueless through the termination of the franchise. This is brought about not by granting a perpetual franchise but merely by the proviso that the company shall be paid for the property taken at a fair valuation, either by the city or by another company licensed by the city.

*Compensation Paid.*—It is safe to assume that under no terms of purchase or reversion will the city secure much more than it pays for. If the property reverts to the city without payment at the end of a specified period, the city will in all probability receive a worn-out property of little value. If the property can be taken over at a price not properly compensatory for necessary expenditures, such expenditures will either not be made or economies of other kinds adopted to the detriment of the service. By guaranteeing a fair price, properly defined in the grant, the city insures the permanent upkeep of the property. This places the city in a good position, for if the city decides to operate, it purchases a plant in first-class condition and not one so run down that it practically requires reconstruction and large outlays to render it efficient. On the other hand, if the city desires to interest a new company in the franchise, it can do so much more quickly and on better terms than it could if the plant were in such condition as to require a large additional investment to put it in serviceable condition.

*The Indeterminate Franchise Puts a Premium upon Good Service.*—A company naturally wishes above all things to keep its franchise and to make large profits. The most effective way to accomplish both ends is to please the public in every way; so long as it does so, in all probability the franchise will not be terminated. This is the feature which has led to the description of the grant as "tenure during good behavior." "Good behavior" includes not merely the running of many cars, for example, but satisfactory service throughout, the construction of extensions in newly developed areas, the adoption of the latest inventions and improvements, prompt compliance with all requirements of law and ordinance, etc. So long as the public is satisfied in these regards; that is, so long as the company is responsive to the demands of the public, no question will likely be raised as to the continuance or termination of the grant. It goes on as a matter of course until the attitude of the company arouses dissatisfaction. When the dissatisfaction becomes so great as to warrant a readjustment, then and only then does the question come up, and even then if the company wisely recognizes the new conditions and responds, its existence will not be terminated. Could there be a stronger incentive to vigilance and intelligent administration?

*Another Important Feature is the Promptness with which Relief can be Secured when Needed.*—In the case of the perpetual franchise, there is no time of readjustment except by voluntary action or through the right of eminent domain. Under the limited-term franchise, one must wait until the end of the period; but when the indeterminate grant is in force, there need be no delay; immediate action is possible. The city is in control all of the time; it has never abdicated. In the case of transportation lines, it can secure their prompt reorganization if necessary, their coordination in a new way, the joint use of tracks, the establishment of through routes over the lines of different companies, the unification of the entire system and its adaptation to urban needs.

*Charges will be Lower.*—If the city pays for the property it takes, if it ever takes any, the necessity for fixing charges high enough to provide, in addition to operating costs and a fair profit, a sinking fund charge to wipe out the capital invested at the end of any given period, will not arise. This must be done in the case of limited-term franchises where the property is to revert to the city at the end of the period free of charge, for capital cannot be secured unless there is full assurance that it will be returned intact together with a fair return for its use. If, however, property is not forfeited, but is paid for, then the charges for service need not cover a sinking fund charge, and they may be made that much less than they otherwise would have been. To state it in a different form: The charges may be the same as when a sinking fund is necessary, and the amount of this charge turned over to capital in addition to the usual profit. This would make an additional attraction to capital which would not exist under the short-term franchise where the property in the streets is to revert to the city without compensation.

If it is urged that the property of a public service corporation should revert to the city at some time free of cost, one must ask, upon what grounds? Why should the present generation be burdened to accumulate a fund from which it gets no benefit in order that some future generation, some future class of users, may have the use of property free of charge? Why is it not just that each generation should bear its own burdens and pay the full cost of the services it uses and of the benefits it enjoys? Should not this theory be applied in short periods so far as possible, so that year by year the user would pay the actual cost,\* as nearly as it may be apportioned, of the service rendered to him? Attention may again be called to the point already noted, viz., that if property is to revert to the city without compensation, the com-

\*Of course in computing "actual cost," there should be sufficient allowance to cover depreciation due to wear, obsolescence and inadequacy, insurance, and every other charge that might arise. If future generations are not to enjoy benefits for which they do not pay, they ought not to be burdened with debts or charges from which they get no benefit. If one is to err in either direction, it should be toward overcharging rather than undercharging the present. The future will have burdens to bear which cannot be foreseen.

pany will endeavor to leave as little value as possible in the property so reverting. The bad results attending such a policy have also been noted, and more than outweigh the advantages which may accrue from a limited franchise with a reversion of the property at the end of the period.

#### *Objections That Have Been Urged.*

The most frequent criticism of the indeterminate grant is that the possibility of termination will prevent expansion, the introduction of improvements and a thorough attempt to give good service. Experience, to which reference will be made shortly, shows that such is not the case; and the principal reason is that if the company is to be reimbursed and if tenure is based upon satisfactory management, there is every inducement to be progressive and little reason for failing to make expenditures. There is some uncertainty, it is true, but not one tithe of the uncertainty which exists in a competitive business where profits are elusive and where there is the possibility of losing one's entire investment. Only gross mismanagement can bring a loss of investment here, and the possibility of a loss of profits is reduced to a minimum, owing to the lack of competition and to the continuing demand for public utilities. The low rate at which profits are capitalized to determine the market value of stocks and bonds of public service corporations is evidence of the correctness of this conclusion. It is true that a perpetual franchise may, and probably will under the same circumstances, cause greater expansion and greater enterprise at least momentarily; but the price which must be paid—the loss of control over public services and the tendency toward ultimate stagnation, overcapitalization and unreasonable charges—is too high. Very few communities now favor the perpetual franchise; they are unwilling to bargain away the interests of the future for a possible temporary advantage. Expansion and enterprise may be obtained at too high a price. A birthright should not be sold for a mess of pottage.

It is also urged that the possibility of terminating the grant at any time will force the public service corporations into politics and compel them to work for the selection of officials who will represent their interests. If this result is more likely to be brought about by the indeterminate grant than by the limited-term franchise, it constitutes a serious objection. It is most desirable that corporate influence should be eliminated, not increased. Let us see what are the facts.

If the objection is valid, one would expect to find that when grants have been made in perpetuity, the corporations would be entirely out of politics, for then they would be most secure from attack. But every one knows, and abundant proof has often been found, that they are very potent factors in politics and do not leave the field when a perpetual franchise is secured. The reasons are not hard to find. In the first place, the company seldom gets all of the rights it desires; it needs franchises for extensions from time to time. Political affiliations are useful in such cases. Secondly, conditions are constantly changing, and the company is desirous to have alterations made by ordinance or statute. Thirdly, some control is always vested in an official body of some sort, and if the company is going into politics, it will most certainly try to control the supervisory authority. Furthermore, the original grant of perpetual rights is such a valuable prize that corruption often runs rampant when a franchise is about to be given.

It is not easy to believe that the issuance of a right terminable at any moment would lead to more corruption than we have seen in connection with other grants. All the facts are against such a probability. The stake played for is not so large. With proper regulation, the value of the right itself, and therefore the retention of it, ceases to be enormous. Then, too, the successful bidder may lose it if he does not serve the public. But if the company still is determined to play the political game, it must be at it all of the time, and it must control not only a few men, but also a majority of the electorate. This is becoming extremely difficult if not quite impossible; and at any moment the company may lose control of the situation, be ousted from its field and lose all it has been scheming to retain. Indeed, it is probable that any corporation would see the folly of attempting to play politics and would decide to deal openly and fairly with the public and depend upon the general desire for fairness to protect its rights. Few corporations have ever tried to combat "strike" measures by openly appealing to the public, but those that have have done so successfully when their own hands were clean.

There is one further aspect of this phase of the subject. If franchises are perpetual or limited, the opportunity for political corruption is not eliminated. If the public will tolerate corrupt relations and if the corporations have a liking for that sort of thing, it will develop under public regulation, where there are as great possibilities as under an indeterminate grant alone. One has only to read the Public Service Commissions Law to understand what this means. If the existence of an opportunity is sufficient to condemn the idea, then public regulation must go, all franchise grants must go, municipal operation—the only substitute we know of for company operation besides public regulation—must go. As all of these plans may be subject to political manipulation; the only alternatives are to allow the companies to do as they please without let or hindrance, or to do without public utilities entirely. One is as bad as the other. The corporation in politics is not only a possibility, but it will be a reality in some form so long as the people will tolerate it and the corporations are inclined to it. The battle must be fought and won, and it is far preferable to make the fight when the principle fought for is worthy of support in all other essentials.

#### *Has the Indeterminate Franchise Been Tried?*

The question has doubtless occurred to the reader: To what extent has the indeterminate franchise been tested by actual experience? In the minds of many who are afraid to accept logical conclusions unless they have been verified by experience, this is an important question. As approval with them is dependent upon demonstrated success, the experience with indeterminate franchises is summarized in subsequent pages. Only a few instances need be given here.

It has been in operation in a simple form in Massachusetts ever since the introduction of street railways. Probably nowhere in the world has there been a greater development of street railways, and it has been attended with fewer evils and with more satisfaction to the public generally than elsewhere. Capital has been attracted and yet overcapitalization has been avoided to an unusual degree. Service has generally been considered good and rates ordinarily reasonable.

In Washington, D. C., the street railways hold their rights subject to alteration, amendment or repeal at any time—a more rigid qualification than is contemplated usually under the indeterminate franchise—and yet the system has developed rapidly and was the first to be changed to the "under trolley." In legislating for Porto Rico and the Philippine Islands, Congress extended to these colonies the policy that has worked so well at the Capital, and the development of public utilities seems not to have been retarded thereby. This fact is important, for, if the indeterminate idea will not work well anywhere, it is where political and economic conditions are unstable and the future uncertain.

The Public Utilities Law of Wisconsin not only provides that all future franchises must be revocable at any time, but also allowed any company which received originally a limited franchise to exchange it, prior to July 1, 1908, for an indeterminate permit. Forty-six companies with a total capitalization of \$14,167,400, representing over one-quarter of all the utility companies in the state, took advantage of this latter clause within the eleven months allowed for the change. The new Constitution of Michigan, approved November 3d last, recognizes the principle in another way. It prohibits local authorities from granting franchises without ratification by popular vote, unless such grants are revocable.

There are numerous instances where the indeterminate idea has been adopted in one form or another. Probably the most interesting case, as well as one of the most recent, is the grant to the street railway companies of Chicago which became effective last year. The struggle between the city and certain of the companies had gone on for several years. The service was bad, the roads had been greatly overcapitalized, the public had been exasperated by constant disregard of its wishes, the people had voted by a large majority for municipal ownership and millions of dollars were needed to rehabilitate the worn-out lines. Under the indeterminate grant, arrangements have been made for the infusion of a large amount of new capital, the work of reconstruction is under way, the service has been improved, and it would seem that the situation is being adjusted to the satisfaction of all.

New York City has had some experience in the direction of indeterminate grants. At least eleven important franchises were originally issued with the express reservation of the right to amend or repeal, and in two instances purchase by the city was specifically provided for. As the courts have held that many of the earlier franchises



were invalid and yet have allowed the companies to continue operation, these provisions for municipal purchase or repeal of the grant have been ineffective; but they do show that the desirability of a revocable franchise was realized fifty years ago. If the courts had held that the grants had been made by the proper authorities (this was the point upon which the grants were upset), the street railway situation would now be somewhat simpler than it is. In the case of the McAdoo subway under Sixth avenue running to New Jersey, the city has gone back to its earlier practice, reserving the right to purchase the property under that avenue at any time after twenty-five years have elapsed.

#### *Essentials of an Indeterminate Franchise.*

If one were to analyze in detail the experience of the many cities where the indeterminate grant in some form or other has been or is being tried, he would find that in order to secure complete success several elements are essential. These are:

1. The grant should be subject to termination on purchase of the property, either by the city or by another company specially authorized by the city, at a fair valuation. The provision for purchase by another company is necessary because municipal operation may be neither feasible nor desirable. Of course the same result may be accomplished indirectly by municipal purchase followed by a sale or lease under an indeterminate grant to a private company, assuming that the city has the power to purchase and the financial means to pay for the plant temporarily. But direct methods are preferable to indirect methods, and if the city has not the power to operate or may be prevented from purchase because of financial disability, there must be a way to transfer the property directly to the lessee company or the right of revocation will be practically worthless.

2. The principles according to which the property is to be appraised and the method of determining the valuation should be stated. They should take into account every legitimate cost, depreciation of every kind and nature, and expenses of organization, promotion and development of business.

3. As profits may be small or non-existent during the first few years of a new enterprise, and as some time may be required to get under way and show what can be done, there ordinarily should be an initial period during which purchase may be made only on payment of a prescribed bonus in addition to the actual value of the property taken and possibly a very short period in which purchase may not take place at all, if the scheme is a big one. A similar bonus should be provided for on all new capital expenditures for extending the undertaking, if purchase takes place within a short time after such expenditures have been incurred. A plan for varying the bonus inversely with the time that has elapsed since the expenditure was incurred is desirable.

4. Provision should be made for the revocation of rights and the removal of pipes, mains, tracks, etc., from particular streets where, owing to changed service conditions, they are no longer required.

5. Provision should also be made for the relocation of fixtures in streets when, owing to changed conditions, such relocation becomes necessary.

6. Continuous control and supervision by a state or city authority should be provided for either by franchise or by general statute. This control should include approval of plans of construction and equipment and of subsequent changes; power to adopt and enforce general or special rules and regulations in relation to construction, operation and service; regulation of contracts, rates and transfers; and control of capitalization, accounts and transfer of powers. This presupposes the existence or creation of an authority having an adequate organization for the continuous, intelligent and effective exercise of such powers.

7. It is assumed that the undertaking, under the powers reserved as above, will be so regulated as to render the best possible service at the lowest rates that will yield a sufficient return to pay a fair profit on the actual investment. Theoretically, therefore, there will be no excessive profits and no occasion for a money payment to the city as compensation for the franchise. There may be instances where it may seem desirable to provide for a sharing of the profits with the city, but ordinarily rates should be lowered instead of taxing the users of a service to defray the expenses of government.

#### *Résumé of Experience with the Indeterminate Franchise.*

**Massachusetts.**—Although the indeterminate idea in a most elementary form had been in use in Massachusetts ever since the introduction of street railways, the question of the relative merits of the indeterminate and the fixed-term franchise first received serious consideration in the report of the Massachusetts Special Committee on the Relations Between Cities and Towns and Street Railways, published in 1898. After carefully comparing the experience of Massachusetts under the indeterminate permit with the experience of other states and countries using fixed-term grants, the Commission was convinced of the superiority of the Massachusetts method. In considering the effect of the fixed-term franchise, the Committee says that it "has been productive of dissension, poor service, scandals and unhealthy political action." The Committee concludes as follows: "There is probably no possible system productive of only good results and in no respect open to criticism; but, in fairness, the Committee found itself forced to conclude that the Massachusetts franchise, which might perhaps not improperly be termed a tenure during good behavior, would in its practical results compare favorably with any."

Under the Massachusetts system, companies are given permits revocable at any time after one year at the pleasure of the municipal authorities, and in recent years subject to the approval also of the State Board of Railroad Commissioners.\* The attitude of the Board in relation to revocation is set forth in a decision of March 7, 1902, in relation to the petition of the Waltham Street Railway Company. The following is from this decision:

Though in legal effect such locations are but revocable rights, the law does not contemplate trifling with them, or wanton attacks upon the capital invested under them. On the other hand, it does contemplate that the public service which companies undertake shall be properly performed, and to this end the public control over the highways is retained. A location does not forever devote to the use of a company a particular place in the streets, or necessarily create a monopoly of the public service.

The foundation for confidence in street railway investment is the knowledge that the demand for convenient methods of travel must be a continuing demand, affording a permanent basis for business enterprise, coupled with the faith that fair treatment will be accorded to private interests by those in charge of public rights.

This power of revocation, while it has seldom been exercised, has nevertheless been useful in securing on the part of the companies a proper consideration for the changes demanded in the public interest. Its potential power has been great. The few cases of actual revocation have applied to small portions of track and have had as their object merely the abandonment of tracks or the revocation of rights in certain streets. They have not in any sense meant the annulment of an entire franchise.

The most important instance of actual revocation is that of the removal of the tracks from Tremont street, Boston, on the completion of the Tremont Street Subway. This subway was designed to remedy the great traffic congestion in the business district by providing a tunnel under the streets for the surface cars. The act authorizing the construction of the subway required the removal of the tracks on Tremont street on completion of the subway. Thus Boston undertook to put the street cars underground in its congested district in much the same way that any city might proceed to put overhead wires underground. The revocable franchise placed the city in a very favorable position when it came to negotiate the lease of the subway with the West End Street Railway Company. As under the terms of the act the tracks of the company were to be removed from the surface of the street on the completion of the subway, the company was virtually compelled to lease the subway from the city.

There have been certain conditions in Massachusetts that have favored the satisfactory application of this simple form of the indeterminate plan—the revocable permit without provision for purchase. In other states where an annual compensation to the

city is a usual franchise condition the question of compensation is one of the most frequent subjects of contention whenever the question of franchise renewal arises. Massachusetts cities have never received compensation for franchise grants to surface lines and have no right to require the payment of compensation as a condition to the granting or renewal of a franchise.

Moreover, in granting a franchise Massachusetts municipalities have little power to impose detailed "terms and conditions" such as are usual in other jurisdictions and particularly in Europe. The provision of law relating to the granting of franchises by local authorities and their approval by the state board is as follows (Mass. Laws 1906, chap. 463, part 3, section 7):

And if, after a hearing, they are of opinion that public necessity and convenience so require, they may grant said location, or any portion thereof, and may prescribe how the tracks shall be laid, and the kind of rails, poles, wires, and other appliances which shall be used, and, in addition to the general provisions of law governing such companies, and in respect of matters not treated of in such provisions, impose such other terms, conditions and obligations, incidental to and not inconsistent with the objects of a street railway company, as the public interests may in their judgment require; but no such location shall be valid, until the board of railroad commissioners, after public notice and a hearing, shall certify that such location is consistent with the public interests.

Opinions differ as to the proper interpretation of the phrase "terms, conditions and obligations," but the supervision of the State Railroad Commission has in practice so restricted its interpretation as to render it of little consequence. For one thing binding provisions as to rate of fare may not be inserted. The Massachusetts municipalities have no authority to own and operate street railways, and grants of location may not include provision for municipal purchase or for the reversion of the property to the city. "Grants of location have, as a rule, been of the simplest possible character, drawn in the most general terms, and with a noticeable absence of technicalities, reservations and safeguards against contingencies." (Report of Mass. Special Committee, 1898.) To meet future contingencies reliance has been placed on the supervision exercised by the state board, on the occasional interference of the Legislature and on the ever-present power to revoke the grant.

The principal criticism of the Massachusetts method is that it provides only for revocation of the right and the removal of the tracks. It does not permit a municipality to take over the tracks upon payment of compensation therefor or to authorize a new company to do so. If the city is dissatisfied, it may order the tracks removed, but that is the only alternative to allowing the company to continue; and, of course, it is very seldom that such procedure is desirable. This failure to provide for municipal purchase and for payment of compensation is a serious omission and is doubtless the reason why the plan has not been extended to other utilities and particularly to the elevated roads and subways of Boston. Capital naturally will not invest in elevated roads or subways without some guarantee either for a long period or of adequate compensation in case of revocation. All the Boston subways have been constructed by the city and leased for short terms, seventeen to twenty-five years. The new Cambridge subways are to be built by the Boston Elevated Railway Company under a franchise without limit as to term and with no provision for compensation to the city, but subject, however, to the right of the city to purchase at any time after the expiration of twenty years. It is to be noted that the city is not empowered to transfer its right to purchase to another company as should be the case in a well-considered application of the indeterminate principle. While the indeterminate principle in the elementary form in which it has been applied to Massachusetts surface lines is not well suited to elevated or subway lines, there is no reason why the principle as recently developed in the Chicago franchises or in the Cambridge subway grants should not be so applied to subways and elevated lines with most excellent results.

**Washington.**—In the City of Washington a revocable franchise has long been used. The Chicago Street Railway Commission of 1900 comments on Washington's experience with this form of grant as follows:

In Washington franchise grants are conferred by act of Congress, and all grants are subject to alteration, amendment or repeal at any time, at the will of Congress. Under the power thus reserved Congress orders such improvements in service as it may deem desirable, and whenever it deems them desirable, and the orders are at once executed without parley or litigation. The overhead trolley was never permitted in Washington. When the underground trolley was shown to be feasible Congress passed an act reading in part as follows: "That the said Metropolitan Railroad Company be, and the same is hereby authorized, empowered and required to equip and operate the lines of its cars \* \* \* with an underground electric system for the propulsion of such cars." Under this order Washington was the first city in the country to secure the underground trolley. Under the reserved power to alter, amend or repeal grants at will Congress has required different companies to make arrangements for issuing transfers from the line of one company to those of another, and it has also required different companies to use certain tracks in common where the public interests would be served by such an arrangement.

**Porto Rico and Philippine Islands.**—In legislating for Porto Rico and the Philippine Islands, Congress has continued the franchise policy that has worked so well in Washington. George C. Sikes, who was Secretary of the Chicago Street Railway Commission of 1900, has in a more recent article described this legislation as follows:

The Porto Rican Civil Government Act, approved April 12, 1900, was almost immediately modified by a joint resolution, approved May 1, 1900, one section of which reads as follows:

"That all franchises, privileges, or concessions granted under section thirty-two of said act shall provide that the same shall be subject to amendment, alteration or repeal; shall forbid the issue of stock or bonds, except in exchange for actual cash or property at a fair valuation, equal in amount to the par value of the stock or bonds issued; shall forbid the declaring of stock or bond dividends; and, in the case of public service corporations shall provide for the effective regulation of the charges thereof, and for the purchase or taking by the public authorities of their property at a fair and reasonable valuation." That section, though so very brief, really embodies the essential features of sound franchise policy. It provides (1) that all grants shall be subject to amendment, alteration, or repeal; (2) that there shall be no overcapitalization; (3) that there shall be a reservation of the right to regulate charges; and (4) that the public authorities shall reserve the right to take over the property of the grantee at a fair and reasonable valuation. If American cities would incorporate similar provisions in all franchises hereafter granted, they would find that the public service corporations would be the source of far less trouble in the future than they have been in the past.

The Philippine Civil Government Act, approved March 2, 1901, although very brief, contains this proviso:

"That all franchises granted under authority hereof shall contain a reservation of the right to alter, amend, or repeal the same."

The recent grant of permission to the Commercial Cable Company to lay a cable from the mainland of the United States to the Hawaiian Islands, Guam, and the Philippines, contains these provisions, among others:

"That the United States shall at all times have the right to purchase the cable lines, property, and effects of the said company at an appraised value, to be ascertained by disinterested persons, two to be selected by the Postmaster-General, two by the company or concern interested, and the fifth by the four previously selected. That the consent hereby granted shall be subject to any future action by Congress, or by the President, affirming, revoking or modifying, wholly or in part, the said conditions and terms on which this consent is given." (Atlantic Monthly, March, 1903.)

In response to a recent letter inquiring concerning the experience of Porto Rico under the revocable franchise, W. F. Willoughby, Chairman of the Committee on Franchises of the Executive Council, writes as follows:

Since the organization of Civil Government 137 franchise ordinances have been passed by the Executive Council. Although many of these relate to small matters, such as water concessions, included among the number of more important franchises are franchises for the construction and operation of steam railroads, trolley lines, construction of piers, etc. I do not believe that this provision—that all franchises shall be subject to amendment, alteration or repeal—has interfered in any material way with the investment of capital in public service enterprises in the Island. Certainly I do not think it has interfered with *bona fide* undertakings, although it may have had some influence in respect to those cases where promoters are interested in starting an enterprise and disposing of the securities rather than in the actual construction and operation of works.

\* The following is a copy of the Massachusetts law relating to revocation:

The board of aldermen of a city or the selectmen of a town, after the expiration of one year from the opening for use of a street railway in their city or town, and after public notice and a hearing as provided in section seven, if the public necessity and convenience in the use of the streets so require, may, for good and sufficient reasons to be stated in the order therefor, revoke the location of a street railway in any highway or street in said city or town; but unless, within thirty days after such order of revocation, the company consents thereto in writing, such order shall not be valid until approved by the board of railroad commissioners after public notice and a hearing. Upon the approval of such order of revocation, the company shall remove the railway in conformity with such order and shall put the surface of streets which has been disturbed by such removal into as good condition as the adjacent surface of said streets. If the company neglects to comply with such order after thirty days' notice of the approval thereof, the board of aldermen or the selectmen may cause it to be executed and the work to be done at the expense of the company, and such expense shall be recovered in an action of tort. (Mass. Laws 1906, chap. 463, part 3, section 66.)



It has been usual in granting franchises to fix a term of years. No great significance, however, has been attached to this limitation inasmuch as the Joint Resolution of Congress expressly provides that not only shall the ordinance be subject to amendment, alteration or repeal, but that the property can be taken over by the public authorities at any time at a fair and reasonable valuation. The persons requesting franchises, however, desire to have a term fixed as they state it is of assistance to them in financing their enterprises.

**Wisconsin.**—The Public Utilities Law of Wisconsin, passed in 1907, adopts the indeterminate principle. All franchises hereafter granted in this state must be indeterminate permits revocable only through the purchase of the utility by the municipality. The right of purchase may be exercised at any time. The following is a copy of the principal provisions of the law:

Section 1797m-76. Every license, permit or franchise hereafter granted to any public utility shall have the effect of an indeterminate permit subject to the provisions of this act, and subject to the provision that the municipality in which the major part of its property is situate may purchase the property of such public utility actually used and useful for the convenience of the public at any time as provided herein, paying therefor just compensation to be determined by the commission and according to the terms and conditions fixed by said commission. Any such municipality is authorized to purchase such property and every such public utility is required to sell such property at the value and according to the terms and conditions determined by the commission as herein provided.

Other sections of the act permit any company already operating under a franchise to change to the indeterminate plan at any time prior to July 1, 1908, and provide for the conditions of municipal purchase and for the determination of the compensation to be paid. Under this law forty-six companies have voluntarily abandoned their fixed-term grants for the indeterminate plan. These companies have stocks and bonds of a par value of \$14,167,000, and their gross earnings during the last fiscal year amounted to \$1,936,248.80. There are in Wisconsin 121 utility companies having a capitalization and gross earnings of \$53,692,020 and \$7,235,226.16 respectively.

It will be noted that under the Wisconsin plan the municipality cannot, as in Chicago, grant a franchise to a new company on condition that such company purchase the property of the existing company. This is a serious defect. In specific cases municipal ownership will be neither feasible nor desirable and yet service and facilities may be poor and inadequate. A union of independent lines, an extension of tracks or a number of other changes may be demanded. If the city possesses the power to license a new company to take over the property of the existing company there is a remedy outside of municipal operation.

**Chicago.**—After a peculiarly disagreeable experience Chicago has worked out and adopted an indeterminate plan of more advanced type than that now existing in any other jurisdiction. The franchises of the various street railway lines and extensions had been granted at various times and for various terms. As the time for the expiration of certain of these grants approached, a long and bitter contest ensued. During its continuance the companies made no improvements in their lines and practically no repairs or renewals. Service became so unspeakably bad that a long suffering public came to the belief that municipal ownership and operation was the only remedy. This consummation having been checked by constitutional restrictions on the city's borrowing power, new franchise ordinances upon the indeterminate plan were passed by the City Council in February, 1907, and ratified by popular vote in the following April.

As early as 1900, a special Street Railway Commission had made a careful study of the franchise situation in Chicago. The Commission was very favorably impressed with the experience of Massachusetts and the City of Washington under the revocable permit. The following is from their report:

Because of the great outlay involved in establishing a street railway system, it is said, the owners of such property ought to have some assurance that their property value will not be destroyed by some hasty act of revocation. And so they ought. But the assurance should be that, if their rights to use the streets be revoked, their property suitable to and used for street railway purposes should be taken off their hands at a fair valuation; not that they should be privileged to remain in undisputed possession of the public streets for a definite period of time, whether they serve the public well or ill.

The Street Railway Commission believes that the definite term grant, whatever its duration, is open to serious objections. It is of opinion that a grant of indefinite duration but subject to termination at any time upon certain conditions, one of which should be the taking of the property of the grantee at a fair valuation, would be productive of much better results. \* \* \*

The law proposed by this Commission was not enacted, but the so-called Mueller Law providing for municipal ownership which was passed by the Legislature in 1903, contains provisions which read as follows:

It shall be lawful for any such city to incorporate in any grant of the right to construct or operate street railways, a reservation of the right on the part of such city to take over all or part of such street railways, at or before the expiration of such grant, upon such terms and conditions as may be provided in the grant; it shall also be lawful to provide in any such grant, that in case such reserved right be not exercised by the city, and it shall grant a right to another company to operate a street railway in the streets and parts of streets occupied by its grantee under the former grant, the new grantee shall purchase and take over the street railway of the former grantee, upon the terms that the city might have taken it over. (Laws of Ill. 1903, p. 285, sec. 1.)

Franchises recently adopted in Chicago and now in force under which the reorganization, reconstruction and rehabilitation of the entire surface system are going on apply the indeterminate principle in a more perfected form than has yet been adopted in any other city. The initial term is twenty years. The city has the right of purchase, however, at any time during this term or after its expiration. After the expiration of the initial term, the city may grant the franchise to another company, but, if so, such company is obligated to purchase the property of the former company. If the city exercises its right of purchase before the expiration of the franchise term for any purpose other than direct municipal operation, it is required to pay a bonus of 20 per cent. on the agreed price. The city may transfer this right to another company, but any such company must pay the 20 per cent. bonus on the agreed price. If, however, a company is organized to operate the railways at a profit that shall not exceed 5 per cent., such company may purchase the property of the existing company without paying the 20 per cent. bonus. After the expiration of the initial term, no bonus over the agreed price need be paid by either the city or any new company licensed by the city.

**Michigan.**—The new Constitution of Michigan recently approved by the voters contains provisions prohibiting the authorities of cities, villages and townships from granting franchises without ratification by popular vote, unless such franchises are revocable. This puts a premium upon the granting of indeterminate franchises in Michigan in all cases where a referendum is deemed undesirable. Naturally all minor grants will hereafter be made in the form of revocable permits, while more important franchises may be made in that form if the companies are willing to accept them, or the authorities do not wish to go to the trouble and expense of taking a referendum.

Even under its present Constitution, Michigan is not entirely devoid of experience with the indeterminate franchise. About 1849, the State Legislature granted a special charter to the Grand Rapids Hydraulic Company, with a franchise for supplying water to the people of Grand Rapids. In this legislative act there was reserved the right to amend, alter or repeal the charter. Only two or three years ago the Legislature took advantage of this reservation and repealed the company's charter, and the repealing act has been sustained by the Supreme Court of Michigan.

**New York City.**—The franchise of the Hudson and Manhattan Railroad Company for that portion of its tunnels under Sixth avenue and Eighth street reserved to the City of New York the right to purchase the property at any time after twenty-five years, and also provides for readjustment of the compensation paid to the city at the end of each twenty-five-year period. This franchise is therefore indeterminate, but lacks a very important feature in that it does not provide for the transfer of the city's right of purchase to another company that might offer a higher rate of compensation or better connections, facilities or service. Among the numerous franchises granted by the State Legislature or the Common Council for street railways in New York City there are a considerable number in which the right to amend or repeal is specifically reserved. Following are the companies in the Borough of Manhattan whose original franchises contain such reservations:

Central Crosstown Railroad Co.,  
Central Park, North & East River Railroad Co.

Christopher & Tenth Street Railroad Co.,  
Dry Dock, East Broadway & Battery Railroad Co. (Extension),  
Eighth Avenue Railroad Co.,  
Forty-second Street, Manhattanville & St. Nicholas Avenue Railway Co.,  
Houston, West Street & Pavia Ferry Railroad Co. (Now Metropolitan Street Railway Co.),  
South Ferry Railway Co. (Now Metropolitan Street Railway Co.),  
New York & Harlem Railroad Co.,  
Third Avenue Railroad Co. (125th Street Branch),  
Twenty-third Street Railway Co.

The cases of the Sixth and Eighth Avenue Railroad Companies are particularly instructive. The Common Council passed resolutions in July, 1851, intended to grant franchises to the organizers of these two companies. These resolutions were followed by contracts entered into between the grantees and the city in September, 1851. Under these resolutions and contracts it was provided in regard to the proposed railroads "that the Common Council shall have the power to cause the same or any part thereof to be taken up at any time they may see fit." The grantees were also required "to file with the Comptroller a statement under oath of the cost of each mile of road completed, and agree to surrender, convey and transfer the said road to the Corporation of the City of New York whenever required to do so on payment by the Corporation of the cost of said road as appears by said statement, with 10 per cent. advance thereon." It was also agreed that the grantees "on being required at any time by the Corporation (City) and to such extent as the Common Council shall determine, shall take up at their own expense said rails or such part thereof as they shall be required, and on failure so to do ten days after such requirement the same may be done at their expense by the Street Commissioner."

The courts of New York have held that all franchises granted by the Common Council of the City of New York prior to 1854 were invalid, on the ground that the Legislature representing the sovereign power had the exclusive right to grant franchises in the streets, and had not at that time delegated this right to the municipal authorities. By Chapter 140, Laws 1854, the New York Legislature delegated to the common councils of the several cities of the State the right to grant street railway franchises on certain conditions, and at the same time ratified and confirmed the local grants, licenses and resolutions under which at that time various street railroads had been in part constructed. In the case of Potter v. Collis, 156 N. Y. 16, the Court of Appeals decided that the city never obtained any right to purchase the Eighth Avenue Railroad or to terminate its franchise. Justice Gray, who rendered the decision, said that the Eighth Avenue Railroad Company's franchise dated from the passage of the Confirmatory Act of 1854, and that although this act expressly ratified the "grants, licenses and resolutions" that had already been passed by the Common Council it did not ratify the "contract" under which the company accepted the conditions which the city attempted to impose. His ruling was, so far as its practical effects can be discerned, that the Legislature ratified the rights of the company but did not ratify its obligations. This cloudy and curious decision, which was handed down in 1898, apparently reversed the decision of the same court in the case of the Mayor, Aldermen and Commonalty of the City of New York v. The Eighth Avenue Railroad Co., 118 N. Y. 389, decided in 1890. In this case, Justice Haight rendering the opinion, the court held that the Eighth Avenue Railroad Company was obliged to pay car license fees as provided under the contract of 1851, which the court said had been ratified and confirmed by Chapter 140, Laws of 1854.

By the decision in People v. O'Brien et al., 111 N. Y. 1, which was decided in 1888, the act of the Legislature repealing the charter of the Broadway Surface Railroad Company, passed May 4, 1886, did not carry with it the repeal of the company's franchise granted by the Common Council. The court stated that "whatever might have been the intention of the Legislature or even of the framers of our Constitution in respect to the effect of the power of repeal reserved in acts of incorporation upon the proper rights of the corporation, such power must still be exercised in subjection to the provisions of the Federal Constitution." And further on—"if it is possible to conceive the idea of a repealable grant, certainly such a grant, accompanied with power to convey or pledge the interest granted, must on the execution of the power, necessarily preclude a resumption by the grantor of the subject of the grant, or any right of property acquired under it. An express reservation by the Legislature of power to take away or destroy property lawfully acquired or created would necessarily violate the fundamental law, and it is equally clear that any legislation which authorizes such a result to be accomplished indirectly would be equally ineffectual and void." Under these and other decisions of the Court of Appeals it is extremely uncertain as to the exact importance of the ordinary reservation of the right to amend or repeal contained in special statutes or ordinances in this State.

Respectfully submitted.

MILO R. MALTBY, Commissioner.

December 29, 1908.

TRAVIS H. WHITNEY, Secretary.

## BOROUGH OF MANHATTAN.

### BUREAU OF BUILDINGS.

New York City, March 8, 1909.

#### Operations for the Week Ending March 6, 1909.

Plans filed for new buildings (estimated cost, \$2,971,250).....	28
Plans filed for alterations (estimated cost, \$231,100).....	61
Buildings reported unsafe.....	31
Buildings reported for additional means of escape.....	3
Other violations of law reported.....	69
Unsafe building notices issued.....	73
Fire escape notices issued.....	155
Violation notices issued.....	155
Unsafe building cases forwarded for prosecution.....	2
Violation cases forwarded for prosecution.....	46
Iron and steel inspections made.....	3,938

EDW. S. MURPHY, Superintendent.

William H. Class, Chief Clerk.

## BOARD OF EDUCATION.

New York, March 15, 1909.

The Board of Education has entered into contracts with the following named contractors, during the week commencing March 15, 1909:

Contractor and Address.	Surety and Address.
John F. Kuhn, No. 987 Second avenue.....	Fidelity and Deposit Company of Maryland, No. 2 Rector street.
Inter-City Contracting Company, No. 309 Broadway.....	American Bonding Company of Baltimore, No. 309 Broadway.
Bertrand Disken, No. 68 West Eighty-eighth street.....	The Bankers' Surety Company, No. 27 Liberty street.
Clarence S. Nathan, No. 9-Franklin street.....	The Title Guaranty and Surety Company, No. 84 William Street.
Thos. J. Dunn Company, No. 101 Chambers street.....	The Title Guaranty and Surety Company, No. 84 William Street.
Duges & Clust, No. 23 John street.....	Fidelity and Casualty Company, No. 97 Cedar street.
Levy Bros., No. 346 Maujer street, Brooklyn.....	United Surety Company.
American Ice Company, Twenty-third street and Lexington avenue.....	The United States Fidelity and Guaranty Company, No. 66 Liberty street.
Samuel E. Hunter, No. 84 Dey street.....	The Empire State Surety Company, No. 84 William street.

FRED H. JOHNSON, Assistant Secretary.



## DEPARTMENT OF FINANCE.

**Abstract of the Transactions of the Bureau of the City Chamberlain for the Week Ending February 27, 1909.**

OFFICE OF THE CITY CHAMBERLAIN,  
NEW YORK, March 9, 1909. }

Hon. GEO. B. McCLELLAN, Mayor :

SIR—In pursuance of section 196, chapter 466 of the Laws of 1901, I have the honor to present herewith a report to February 27, 1909, of all moneys received by me and the amount of all warrants paid by me since February 20, 1909, and the amount remaining to the credit of the City on February 27, 1909.

Very respectfully,

JAMES J. MARTIN, City Chamberlain.

DR.

THE CITY OF NEW YORK, in account with JAMES J. MARTIN, Chamberlain, during the week ending February 27, 1909.

**CR.**

1909. Feb. 27	To Additional Water Fund.....	\$8,995 37	1909. Feb 20	By Balance .....	\$39,095,486 98
	American Museum of Natural History, etc.....	1,393 75			
	Armory Fund.....	7,552 00			
	Botanical Garden, etc., Borough of The Bronx—Improvement of, etc.....	397 84			
	Bridge across Dutch Kills Creek, Borden Avenue, etc., Borough of Queens.....	153 55			
	Bridge over Bronx River at One Hundred and Seventy-seventh Street.....	30 00			
	Bridge over Eastchester Bay, Pelham Bay Park, Borough of The Bronx, Construction of.....	23 72			
	Bridge over East River, between Boroughs of Manhattan and Brooklyn.....	396 15			
	Bridge over East River, between Boroughs of Manhattan and Queens.....	5,983 66			
	Brooklyn Bridge—Constructing Trolley Railway Approaches, Borough of Brooklyn.....	4,075 00			
	Brooklyn Bridge—Reconstructing Railway Floor.....	125 00			
	Change of Grade Damage Commission, Twenty-third and Twenty-fourth Wards.....	1,783 52			
	College of The City of New York—New Site and Buildings.....	8 30			
	Construction of Bridge across Harlem River at Madison Avenue.....	1,625 76			
	Construction and Equipment of Court House, Borough of The Bronx.....	29,750 00			
	Construction and Establishment of High Pressure Water System, etc., Borough of Manhattan.....	133 00			
	Construction and Establishment of High Pressure Water System, etc., Borough of Brooklyn.....	3,994 81			
	Construction of Sewers, Borough of Brooklyn.....	387 75			
	Construction of Webster Avenue Relief Sewer, Borough of The Bronx.....	90 54			
	Department of Health—Building Fund.....	98 00			
	Department of Health—Site, etc., Sanatorium, Orange County.....	4,166 18			
	Department of Parks, Boroughs of Manhattan and Richmond—Chelsea Park.....	33 18			
	Department of Public Charities—Building Fund.....	12,753 00			
	Department of Water Supply, Gas and Electricity—Acquisition of Property, Rye Lake, etc.....	960 03			
	Dock Fund.....	91,643 98			
	Drainage and Sewerage District Plans, Borough of The Bronx.....	26 25			
	Expenses of Commissioners of Estimate and Appraisal, for Clerks, etc.....	308 33			
	Fire Department—Sites and Buildings.....	1,498 00			
	Fire Department—Sites and Buildings, Boroughs of Manhattan and The Bronx.....	5,951 70			
	Fire Department, Borough of Queens—Sites, Construction of Buildings, etc., Towns of Flushing and College Point.....	2,805 00			
	Fire Department Fund—Sites, Buildings and Telegraph System, Boroughs of Brooklyn and Queens.....	589 12			
	Fund for Street and Park Openings.....	135,436 43			
	Fund for Topographical Bureau, Borough of The Bronx.....	122 75			
	Fund for Topographical Bureau, Borough of Brooklyn.....	620 50			
	Fund for Topographical Bureau, Borough of Queens.....	1,290 50			
	Fund for Topographical Bureau, Borough of Richmond.....	151 65			
	Grand Boulevard and Concourse—Constructing Transverse Roads at East One Hundred and Sixty-fifth Street, etc.....	138 00			
	Gouverneur Hospital, Completion of Construction, Borough of Manhattan.....	425 94			
	Improvement and Construction of Parks, Parkways and Playgrounds, Boroughs of Manhattan and Richmond.....	1,102 93			
	Improvement and Construction of Parks, Parkways and Playgrounds, Boroughs of Brooklyn and Queens.....	375 00			
	Improvement of Parks, Parkways and Drives, Boroughs of Brooklyn and Queens.....	48 00			
	Improvement of Sanitary Condition of Gowanus Canal, Borough of Brooklyn.....	116 00			
	Improvement of Sewerage System, Sewer District 33 K-4, Borough of The Bronx.....	225 00			
	Interior Public Bath, Long Island City, Borough of Queens, Erection of.....	7,326 00			
	Metropolitan Museum of Art in Central Park, Construction of an Extension.....	1,486 56			
	Metropolitan Sewerage Commission of New York, etc.....	2,601 01			
	New Bellevue Hospital, Construction of.....	11,526 18			
	New East River Bridge Fund.....	162 31			
	Newtown Creek Bridge Fund.....	25 00			
	New Water Supply, City of New York.....	30,891 81			
	New York Zoological Garden Fund.....	17,254 90			
	Parks, Department of, Boroughs of Manhattan and Richmond—Reconstruction of Bulkhead, Speedway, One Hundred and Fifty-fifth Street, etc.....	2 50			
	Parks, Department of—Construction and Repair of Drives, etc., Under Contract, Boroughs of Manhattan and Richmond.....	11 75			
	Parks, Department of—Construction and Repair of Drives, etc., Under Contract, Borough of The Bronx.....	4,831 93			
	Parks, Department of—Erection of Wire Fence, Bronxdale, etc., Borough of The Bronx.....	952 66			
	Public Baths Fund, Borough of Manhattan.....	105 00			
	Public Baths Fund, Borough of The Bronx.....	30 00			
	Public Baths Fund, Borough of Brooklyn.....	309 81			
	Public Market, Eighth Ward, Borough of Brooklyn—Preparation of Land.....	502 30			
	Queens County Court House, Rebuilding of.....	726 50			
	Rapid Transit Construction Fund, Boroughs of Manhattan and The Bronx.....	1,202 45			
	Rapid Transit Construction Fund, Boroughs of Brooklyn and Manhattan.....	335 78			
	Rebuilding Sewer, East One Hundred and Forty-ninth Street, etc., Borough of The Bronx.....	54 00			
	Reconstruction of Sewers, Borough of Manhattan.....	48 00			
	Repaving—Chapter 35, Laws of 1892.....	821 15			
	Repaving—Chapter 475, Laws of 1895.....	12,940 56			
	Repaving—Chapter 87, Laws of 1897.....	529 77			
	Repaving Streets, Borough of Manhattan.....	1,002 23			
	Repaving Streets, Borough of The Bronx.....	13,700 37			
	Repaving Streets, Borough of Brooklyn.....	5,953 33			
	Repaving Streets, Borough of Queens.....	2,057 59			
	Repaving Streets, Borough of Richmond.....	31 07			
	School Building Fund.....	23,347 91			
	School Building Fund—Construction and Improvement, Contingencies.....	509 93			
	School Building Fund—Construction and Improvement, Borough of Brooklyn.....	17,510 00			
	School Building Fund—Interior Construction and Equipment, Borough of The Bronx.....	639 41			
	School Building Fund—Interior Construction and Equipment, Borough of Brooklyn.....	8,338 50			
	School Buildings, Providing Fire Protection, Borough of Manhattan.....	4,025 35			
	School Buildings, Providing Fire Protection, Borough of The Bronx.....	433 00			
	School Buildings, Providing Fire Protection, Borough of Brooklyn.....	5,781 25			
	School Buildings, Providing Fire Protection, Borough of Queens.....	744 25			
	School House Fund No. 2.....	100 00			
	Shore Road, between First Avenue and Fort Hamilton, Borough of Brooklyn, Completion of.....	42 00			
	Water Fund, Boroughs of Manhattan and The Bronx.....	31,660 25			
	Water Fund, Borough of Brooklyn.....	50,956 68			
	Water Fund, Borough of Richmond.....	120 00			
	Redemption of Revenue Bonds and Interest Thereon.....	600 00			
	Revenue Bond Fund—Bellevue and Allied Hospitals—Buildings, Alterations, etc., Deficiency in Appropriation, 1908.....	242 19			
	Revenue Bond Fund—Bellevue and Allied Hospitals—Stable, Ambulance, Deficiency in Appropriation, 1908.....	160 00			
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1909.	Feb. 27	To Revenue Bond Fund—Bellevue and Allied Hospitals—Supplies for Kitchen, Deficiency in Appropriation, 1908.....	\$2 10
		Revenue Bond Fund—Bellevue and Allied Hospitals—Supplies, Maintenance of Buildings, etc., Deficiency in Appropriation, 1908.....	1,358 23
		Revenue Bond Fund—Bellevue and Allied Hospitals—Supplies, Provisions, Deficiency in Appropriation, 1908.....	25 00
		Revenue Bond Fund—Charter Revision Commission, Expenses of.....	58 25
		Revenue Bond Fund—Charter Revision Commission—Rent of Room 1551, No. 32 Nassau Street.....	337 50
		Revenue Bond Fund—Claims—Damages.....	277 83
		Revenue Bond Fund—Claims—Interest on Taxes and Assessments Paid in Error.....	71 09
		Revenue Bond Fund—Claims—Prevailing Rate of Wages.....	2,530 57
		Revenue Bond Fund—Correction, Department of—Administration, Miscellaneous, Supplies and Contingencies, Deficiency in Appropriation, 1908.....	75 00
		Revenue Bond Fund—County Clerk, New York County—Reindexing Liens, etc., upon Land, 1909.....	908 33
		Revenue Bond Fund—Department of Street Cleaning, Borough of Manhattan—Forage, etc., Horses, Deficiency in Appropriation, 1908.....	21,181 33
		Revenue Bond Fund—Department of Street Cleaning—Removal of Snow and Ice, Borough of Manhattan.....	6,441 37
		Revenue Bond Fund—Department of Street Cleaning—Removal of Snow and Ice, Borough of Manhattan, 1909.....	61,695 05
		Revenue Bond Fund—Department of Street Cleaning—Removal of Snow and Ice, Borough of The Bronx, 1909.....	995 50
		Revenue Bond Fund—Department of Street Cleaning—Removal of Snow and Ice, Borough of Brooklyn, 1909.....	2,123 25
		Revenue Bond Fund—District Attorney, Kings County—Supplies and Contingencies, Deficiency in Appropriation, 1908.....	39 00
		Revenue Bond Fund—Education, Department of, Borough of Manhattan—Improvements and Repairs, Deficiency in Appropriation, 1908.....	1,856 21
		Revenue Bond Fund—Expenses of Making Exact Triangulation, City of New York.....	26 21
		Revenue Bond Fund—Fire Department, Borough of Manhattan—Apparatus and Supplies, Deficiency in Appropriation, 1908.....	180 76
		Revenue Bond Fund—Fire Department, Borough of The Bronx—Apparatus and Supplies, Deficiency in Appropriation, 1908.....	534 00
		Revenue Bond Fund—Fire Department, Borough of Brooklyn—Apparatus and Supplies, Deficiency in Appropriation, 1908.....	973 58
		Revenue Bond Fund—Fire Department, Flushing and College Point, Borough of Queens—Supplies, etc., 1908.....	1,403 21
		Revenue Bond Fund—Health, Department of—Brooklyn, Kingston Avenue Hospital, Measles Pavilion, Supplies, etc., 1908.....	7 30
		Revenue Bond Fund—Judgments.....	947 75
		Revenue Bond Fund—Parks, Department of, Boroughs of Manhattan and Richmond—Broadway, between Fifty-ninth and Manhattan Streets, Caring for Parkways, 1908.....	5 30
		Revenue Bond Fund—Parks, Department of, Boroughs of Manhattan and Richmond—Maintenance of Parks and Boulevards, 1908.....	809 25
		Revenue Bond Fund—Payment of County Charges and Expenses.....	1,249 13
		Revenue Bond Fund—President of the Borough of Manhattan—Maintenance of Asphalt Pavements, including Fire Burns, Deficiency in Appropriation, 1908.....	6,805 38
		Revenue Bond Fund—Public Service Commission, First District, New York, Expenses of.....	75,543 76
		Revenue Bond Fund—Sheriff, Kings County—Maintenance of Jail and Civil Prison, etc., 1908.....	235 00
		Revenue Bond Fund—Sheriff, Kings County—Supplies and Contingencies, Deficiency in Appropriation, 1908.....	155 55
		Revenue Bond Fund—Surrogate, Kings County—Salaries of Copyists, 1909.....	500 00
		Revenue Bond Fund—Unsafe Buildings, Borough of The Bronx, Section 157 of the Building Code.....	91 09
		Antitoxin Fund.....	290 84
		Construction of Private Sewers.....	142 08
		Department of Correction—City Prisons, etc., Special Fund.....	11,474 15
		Department of Education—Maintenance of Training Schools.....	1,219 96
		Department of Education—Special High School Fund.....	1,700 18
		Excise Taxes, New York County.....	3,427 42
		Excise Taxes, Kings County.....	3,061 89
		Excise Taxes, Queens County.....	545 00
		Excise Taxes, Richmond County.....	440 25
		Forfeited Recognizances, New York County.....	1,000 00
		Forfeited Recognizances, Kings County.....	180 00
		Intestate Estates, New York County.....	38 05
		Maintenance and Distribution of Water Supply, Borough of Brooklyn, 1908.....	33,129 63
		Maintenance and Distribution of Water Supply, Borough of Brooklyn, 1909.....	19,393 77
		Maintenance and Improvement of Public Parks, Brooklyn Heights, Borough of Brooklyn.....	14 00
		New York and Brooklyn Bridge.....	8,007 31
		New York Fire Department Relief Fund.....	28,512 66
		Public School Library Fund.....	1,911 95
		Refunding Assessments Paid in Error, Borough of The Bronx.....	323 21
		Refunding Assessments Paid in Error, Borough of Brooklyn.....	1,157 63
		Refunding Taxes Paid in Error, Borough of Manhattan.....	737 47
		Refunding Taxes Paid in Error, Borough of The Bronx.....	260 04
		Refunding Taxes Paid in Error, Borough of Brooklyn.....	616 07
		Refunding Taxes Paid in Error, Borough of Queens.....	174 69
		Refunding Taxes Paid in Error, Borough of Richmond.....	9 33
		Restoring and Repaving—Special Fund, Borough of Manhattan.....	3,638 06
		Restoring and Repaving—Special Fund, Borough of The Bronx.....	313 44
		Restoring and Repaving—Special Fund, Borough of Brooklyn.....	1,409 39
		Restoring and Repaving—Special Fund, Borough of Queens.....	17 14
		Restoring and Repaving—Special Fund, Borough of Richmond.....	191 33
		Sheriff's Fees.....	3,497 22
		Street Improvement Fund.....	50,119 32
		Unclaimed Salaries and Wages.....	950 00
		Unsafe Building Fund, Borough of Manhattan.....	100 00
		Unsafe Building Fund, Borough of Brooklyn.....	125 00
		Water Meter Fund No. 2.....	252 24
		Water Rents, Borough of Brooklyn—Refunding Account.....	76 00
		Williamsburg Bridge Maintenance Fund.....	172 73
			\$958,101 73
		1904.	
		Department of Water Supply, Gas and Electricity, Boroughs of Manhattan and The Bronx.....	\$18 58
		1906.	
		Department of Education—General School Fund.....	2 95
		Department of Water Supply, Gas and Electricity, Borough of Brooklyn.....	362 00
		1907.	
		Department of Education—General School Fund.....	96 81
		Department of Education—Special School Fund—Borough of Brooklyn.....	1 75
		Department of Health.....	4 84
		Department of Public Charities.....	4 98
		Department of Water Supply, Gas and Electricity, Boroughs of Manhattan and The Bronx.....	153 24
		Department of Water Supply, Gas and Electricity, Borough of Brooklyn.....	5,130 40
		President of the Borough of Manhattan—Bureau of Public Buildings and Offices.....	27 50
		President of the Borough of Brooklyn—Bureau of Public Buildings and Offices.....	18 00
		1908.	
		Armory Board, Boroughs of Brooklyn and Queens.....	112 03
		Bellevue and Allied Hospitals.....	989 59
		Board of Elections.....	2,016 00
		Board of Estimate and Apportionment.....	27 25
		Brooklyn Disciplinary Training School.....	607 01
		Brooklyn Hospital.....	1,252 40
		Children's Court, First Division.....	8 00
		Children's Court, Second Division.....	18 00
		City Courts, New York City.....	349 84
		City Magistrates' Courts, Second Division.....	42 30
		College of The City of New York.....	276 80
		Coroners, Borough of Manhattan.....	136 17
		Costs of Commitments of Insane Persons.....	240 00
		Department of Bridges—Supplies and Contingencies.....	154 47
		Department of Bridges, Borough of Manhattan.....	11 70
		Department of Bridges, Borough of The Bronx.....	56 00
		Department of Bridges, Borough of Queens.....	9 00
		Department of Bridges—Maintenance of and Repairs to Bridge over Newtown Creek, Borough of Queens.....	74 75
		Department of Correction.....	6,761 88
		Department of Education—General School Fund.....	27,376 27
		Department of Education—Special School Fund—Board of Education.....	6,010 13
		Department of Education—Special School Fund—Borough of Manhattan.....	2,850 07
		Department of Education—Special School Fund—Borough of The Bronx.....	2,751 34
		Department of Education—Special School Fund—Borough of Brooklyn.....	6,719 28

1909.	Feb. 27	By Sundry Licenses, Boroughs of Manhattan and The Bronx.....	Oliver.....	\$663 00
		Sundry Licenses, Borough of Brooklyn.....	Bracken.....	394 50
		Sundry Licenses, Borough of Queens.....	Corbett.....	77 00
		Sundry Licenses, Borough of Richmond.....	Woelfle.....	6 50
		Excise Taxes, Queens County.....	Dowling.....	\$285 00
		Excise Taxes, Richmond County.....	Nichol.....	565 00
		Restoring and Repaving, Borough of Manhattan.....	Cloughen.....	850 00
		Restoring and Repaving, Borough of The Bronx.....	Haffen.....	1,567 50
		Restoring and Repaving, Borough of Brooklyn.....	Farrell.....	566 00
		Restoring and Repaving, Borough of Queens.....	Denton.....	1,171 55
		Restoring and Repaving, Borough of Richmond.....	Cromwell.....	91 50
		Water Meter Fund No. 2, Borough of Manhattan.....	Padden.....	79 24
		Tapping, Borough of Manhattan.....	Lynch.....	205 26
		Tapping, Borough of The Bronx.....	Edwards.....	124 50
		Street Incumbrance Fund, Borough of Manhattan.....	".....	87 25
		Street Incumbrance Fund, Borough of Brooklyn.....	".....	134 90
		Forfeited Recognizances, New York County.....	Jerome.....	50
		Forfeited Recognizances, Kings County.....	Comptroller.....	303 20
		Unclaimed Salaries and Wages.....	Timmerman.....	1,500 00
		Sewer Inspection and Repairs, Borough of Richmond.....	Cromwell.....	194 00
		Intestate Estates, New York County.....	Hoes.....	9 00
		Commissions, Public Administrator, New York County.....	".....	309 14
		Fund for Gratuitous Vaccination.....	Miller.....	799 18
		Antitoxin Fund.....	".....	917 93
		Theatrical and Concert Licenses.....	Bingham.....	2,221 87
		Additional Water Fund.....	Aqueduct Commission.....	3,300 00
		Maintenance and Improvement of Public Parks, Brooklyn Heights, Borough of Brooklyn.....	Kennedy.....	6 00
		Special Hack Stand Licenses.....	Oliver.....	45 84
		Common Land Fund, Late Town of Gravesend—Rents.....	Aitken.....	200 00
		Firemen's Association, State of New York.....	Comptroller.....	4 00
		Exempt or Veteran Volunteer Firemen's Association, Borough of Queens.....	".....	256 70
		Exempt or Veteran Volunteer Firemen's Association, Borough of Richmond.....	".....	904 50
			".....	250 65
		Bogart.....	\$100 00	
		Miller.....	873 10	
		Aitken.....	8,265 61	
		Cloughen.....	518 27	
		Haffen.....	433 28	
		Padden.....	419 67	
		Burke.....	1,233 42	
		Pendleton.....	135 40	
		Stevenson.....	135 50	
		Bingham.....	70 00	
		Hebberd.....	4,044 38	
		Edwards.....	1,560 57	
		Smith.....	1,816 47	
		Corbley.....	158 15	
		Berry.....	499 58	
		Farrell.....	1,700 36	
		Moore.....	72 77	
		Kennedy.....	1,993 00	
		Ketcham.....	146 10	
		Burke.....	130 00	
		Fredericks.....	62 70	
		Cromwell.....	25	
		Department of Health, 1908—Tuberculosis Sanatorium, Otisville.....	Miller.....	24,338 58
		Department of Health—Kingston Avenue Hospital, Supplies, 1908.....	".....	1 00
		Department of Health, 1908, Borough of Manhattan—Telephone Rentals, including Willard Parker Hospital.....	".....	30 00
		Department of Health, 1908, Borough of Brooklyn—Telephone Rentals.....	".....	5 30
		Department of Health, 1908, Borough of Queens—Telephone Rentals.....	".....	29 70
		Department of Health, 1908, Borough of Richmond—Telephone Rentals, including Hospital Service.....	".....	6 60
		Department of Education—General School Fund, 1908.....	Comptroller.....	85
		Department of Education—General School Fund, 1909.....	".....	2,887 37
		Law Department—Supplies and Contingencies, 1907.....	".....	48 23
		Proceeds of 4 per cent. Corporate Stock, Construction of Rapid Transit Railroad.....	".....	377 40
		Dock Fund.....	Comm'r's Sinking Fund.....	417,000 00
		3½ per cent. Special Revenue Bonds, 1909.....	Spooner.....	15 48
			National City Bank.....	150,000 00
		Boroughs of Manhattan and The Bronx—		
		Arrears of Taxes, 1898, etc.....	Collector of Assessments.....	558 20
		Interest on Taxes, 1898, etc.....	".....	381 44
		Street Improvement Fund—June 15, 1880.....	".....	1,954 10
		Interest on Assessments—Street Improvement Fund.....	".....	1,536 22
		Fund for Street and Park Openings.....	".....	426 78
		Interest on Assessments—Street and Park Openings.....	".....	708 86
		Charges on Arrears of Taxes.....	".....	94 00
		Charges on Arrears of Assessments.....	".....	9 50
		Towns of Westchester—Taxes and Assessments.....	".....	2 80
		Towns of Westchester—Interest on Taxes and Assessments.....	".....	2 63
		Towns of Westchester—Fees, etc.....	".....	2 50
		Annexed Territory, Taxes.....	".....	9 03
		Borough of Brooklyn—		
		Eighth Ward Improvement Fund, Installments.....	".....	501 68
		Eighth Ward Improvement Fund, Full Payments.....	".....	1 63
		Twenty-sixth Ward Main Sewer, Installments.....	".....	133 56
		Local Improvements, late Town of New Utrecht.....	".....	53 37
		Interest on Assessments.....	".....	150 72
		Redemption Fund, Laws of 1885.....	".....	1,212 25
		Arrears of Water Rents, 1897, etc.....	".....	50
		Interest on Water Rents, 1897, etc.....	".....	58
		Borough of Queens—		
		Long Island City:.....		
		Arrears of Taxes, 1897, etc.....	".....	126 78
		Interest on Taxes, 1897, etc.....	".....	118 23
		Arrears of Water Taxes, 1897, etc.....	".....	101 92
		Interest on Water Taxes, 1897, etc.....	".....	93 51
		General Improvement Commission, Installments.....	".....	1,500 76
		Interest on General Improvement Commission, Installments.....	".....	29 44
		General Improvement Commission, Full Payment.....	".....	180 60
		Town of Newtown:.....		
		Arrears of Taxes, 1897, etc.....	".....	35 01
		Interest on Taxes, 1897, etc.....	".....	33 45
		Arrears of School Taxes, 1897, etc.....	".....	5 42
		Interest on School Taxes, 1897, etc.....	".....	4 22
		Sales for Arrears of Taxes.....	".....	137 36
		Interest on Sales for Arrears of Taxes.....	".....	296 72



1909. Feb. 27	To Department of Education—Special School Fund—Borough of Queens.....	\$11,913 12	1909. Feb. 27	By Borough of Queens—		
	Department of Education—Special School Fund—Borough of Richmond.....	638 93		Town of Flushing:	Collector of Assessments.	\$11 70
	Department of Finance.....	402 21		Sales for Arrears of Taxes.....	"	18 25
	Department of Health, General Administration.....	431 43		Interest on Sales for Arrears of Taxes.....	"	1 00
	Department of Health—Borough Administration, Sanitation and Prevention of Contagious Diseases, Manhattan.....	21 31		Notices of Sales for Arrears of Taxes.....	"	
	Department of Health—Borough Administration, Sanitation and Prevention of Contagious Diseases, The Bronx.....	28 36		Village of Flushing:		
	Department of Health—Borough Administration, Sanitation and Prevention of Contagious Diseases, Brooklyn.....	155 23		Sales for Assessments for Local Improvements.....	"	46 44
	Department of Health—Borough Administration, Sanitation and Prevention of Contagious Diseases, Queens.....	13 72		Interest on Sales for Assessments for Local Improvements.....	"	84 51
	Department of Health—Borough Administration, Sanitation and Prevention of Contagious Diseases, Richmond.....	9 97		Town of Jamaica:		
	Department of Health—Division of Communicable Diseases.....	206 34		Arrears of Taxes, 1897, etc.....	"	2 50
	Department of Health—Hospitals.....	4,393 45		Interest on Taxes, 1897, etc.....	"	2 02
	Department of Health—Laboratories.....	122 05		Arrears of School Taxes, 1897, etc.....	"	29 05
	Department of Parks, Boroughs of Manhattan and Richmond.....	7,174 55		Interest on School Taxes, 1897, etc.....	"	22 96
	Department of Parks, Borough of The Bronx.....	7,071 86		Arrears of Water Taxes.....	"	34
	Department of Parks, Boroughs of Brooklyn and Queens.....	2,050 08		Interest on Water Taxes.....	"	28
	Department of Public Charities—General Administration.....	7,940 45		Village of Jamaica:		
	Department of Street Cleaning, Borough of Manhattan.....	4,151 03		Arrears of Taxes, 1897, etc.....	"	1 28
	Department of Street Cleaning, Borough of The Bronx.....	6,544 86		Interest on Taxes, 1897, etc.....	"	1 97
	Department of Street Cleaning, Borough of Brooklyn.....	67 45		Borough of Richmond—		
	Department of Taxes and Assessments.....	42 73		State, Town and County Taxes:		
	Department of Water Supply, Gas and Electricity—General Administration.....	47 78		Westfield.....	"	10 54
	Department of Water Supply, Gas and Electricity—Water Supply, Boroughs of Manhattan and The Bronx.....	3,910 18		Middletown.....	"	37 13
	Department of Water Supply, Gas and Electricity—Water Supply, Borough of Brooklyn.....	7,195 00		Road Taxes, Westfield.....	"	3 00
	Department of Water Supply, Gas and Electricity—Water Supply, Borough of Richmond.....	83 00		School Taxes, Twenty-nine Districts.....	"	1 88
	Department of Water Supply, Gas and Electricity—Heat, Light and Power, Boroughs of Manhattan and The Bronx.....	5,824 89		Interest on Taxes.....	"	3 50
	Dominican Convent of Our Lady of the Rosary.....	6,003 42				
	Fire Department, Borough of Manhattan.....	4,398 01				
	Fire Department, Borough of The Bronx.....	3,452 03				
	Fire Department, Borough of Brooklyn.....	239 88				
	Fire Department, Borough of Queens.....	234 69				
	Fire Department, Borough of Richmond.....	1,600 33				
	House of Calvary.....	1,183 20				
	House of St. Giles the Cripple.....	70 23				
	Law Department.....	2,082 23				
	Lincoln Hospital and Home.....	3,720 22				
	Mayoralty—Bureau of Licenses.....	120 00				
	Municipal Courts, City of New York, Borough of Manhattan.....	19 49				
	Municipal Courts, City of New York, Borough of The Bronx.....	30 15				
	New York Catholic Protectory.....	16,784 55				
	New York Juvenile Asylum.....	1,534 24				
	New York Society for the Relief of Ruptured and Crippled.....	550 81				
	Nursery and Children's Hospital.....	461 81				
	Police Department.....	4,080 61				
	President of the Borough of Manhattan—					
	General Administration.....	1,047 95				
	Bureau of Highways.....	520 97				
	Bureau of Public Buildings and Offices.....	2,887 74				
	Bureau of Sewers.....	61 35				
	President of the Borough of The Bronx—					
	Topographical Bureau.....	114 85				
	Bureau of Highways.....	925 86				
	Bureau of Public Buildings and Offices.....	243 16				
	Bureau of Sewers.....	215 66				
	President of the Borough of Brooklyn—					
	General Administration.....	22 10				
	Bureau of Buildings.....	288 50				
	Bureau of Highways.....	263 63				
	Bureau of Incumbrances.....	88 80				
	Bureau of Public Buildings and Offices.....	9,450 74				
	Bureau of Sewers.....	671 92				
	President of the Borough of Queens—					
	General Administration.....	222 80				
	Bureau of Highways.....	132 75				
	Bureau of Public Buildings and Offices.....	97 14				
	Bureau of Sewers.....	127 23				
	Bureau of Buildings.....	80 00				
	President of the Borough of Richmond—					
	General Administration.....	78 91				
	Bureau of Buildings.....	110 15				
	Bureau of Engineering.....	62 50				
	Bureau of Highways.....	60 86				
	Bureau of Public Buildings and Offices.....	229 63				
	Bureau of Sewers.....	48 02				
	Bureau of Street Cleaning.....	215 90				
	Rents.....	230 00				
	Sacred Heart Orphan Asylum.....	420 45				
	St. Gregory's Emergency Hospital.....	371 90				
	St. Joseph's Hospital, Borough of Queens.....	611 30				
	St. Mary's Maternity and Infants' Home.....	346 19				
	St. Vincent's Hospital, Borough of Richmond.....	2,275 45				
	Tenement House Department.....	108 72				
	New York County.					
	Commissioner of Records.....	206 15				
	Compensation to Extra Clerk, Board of County Canvassers.....	3,850 00				
	County Contingent Fund.....	1,551 15				
	Court of General Sessions.....	310 60				
	District Attorney.....	259 62				
	Institution for the Improved Instruction of Deaf Mutes.....	6,065 20				
	New York Institution for the Blind.....	1,961 07				
	Sheriff.....	576 12				
	Surrogates' Court.....	31 95				
	Kings County.					
	County Clerk.....	2 00				
	Register.....	25 69				
	Supreme Court, Second Department.....	22 40				
	Queens County.					
	Supreme Court and County Court.....	316 44				
	Surrogate's Court.....	100 00				
	Richmond County.					
	County Court and Surrogate's Court.....	13 66				
	1909.					
	Advertising.....	2,074 52				
	Armory Board, General Administration.....	6 60				
	Arrears for Charitable Institutions for 1908.....	9,108 09				
	Board of Aldermen and City Clerk.....	21,003 74				
	Board of Assessors.....	3,441 64				
	Board of Building Examiners.....	655 00				
	Board of City Record.....	47,400 20				
	Board of Elections.....	8,614 80				
	Board of Estimate and Apportionment.....	8,228 32				
	Board of Parole.....	233 32				
	Brooklyn Disciplinary Training School.....	20 00				
	Brooklyn Hebrew Orphan Asylum.....	1,672 68				
	Brooklyn Society for the Prevention of Cruelty to Children.....	1,666 66				
	Children's Court, First Division.....	1,037 49				
	Children's Court, Second Division.....	997 32				
	City Court, New York City.....	19,027 33				
	City Magistrates' Courts, First Division.....	58 58				
	College of The City of New York.....	1,689 52				
	Commissioner of Licenses.....	3,051 74				
	Commissioners of Accounts.....	10,727 22				
	Commissioners of the Sinking Fund.....	284 31				
	Coroners, Borough of Manhattan.....	4,858 30				
	Coroners, Borough of The Bronx.....	2,183 32				
	Coroners, Borough of Brooklyn.....	2,489 00				
	Coroners, Borough of Queens.....	1,699 99				
	Court of Special Sessions, First Division.....	7,014 15				
	Department of Bridges, General Administration.....	30 08				
	Department of Bridges, Borough of Manhattan.....	2,763 88				
	Department of Bridges, Borough of The Bronx.....	78 50				
	Department of Bridges, Borough of Brooklyn.....	4,285 72				
	Department of Bridges, Borough of Queens.....	1,766 57				
	Department of Bridges—Maintenance of and Repairs to Bridge over Newtown Creek, Borough of Queens.....	548 73				
	Department of Correction.....	12,836 97				
	Department of Education—General School Fund.....	27,819 75				
	Department of Education—Special School Fund.....	54,762 92				
	Department of Finance.....	104,581 79				
	Department of Finance—Chamberlain's Office.....	3,402 70				
	Department of Health—Hospitals.....	500 00				
	Department of Health—Special Contract Obligations.....	2,340 00				
						\$1,297,142 11



1909. Feb. 27	To	1909. Feb. 27
	Department of Parks, Boroughs of Manhattan and Richmond.....	\$31,232 68
	Department of Parks, Boroughs of Brooklyn and Queens.....	15,126 96
	Department of Public Charities.....	23,110 45
	Department of Street Cleaning, Borough of The Bronx.....	1,902 25
	Department of Street Cleaning, Borough of Brooklyn.....	49,784 93
	Department of Taxes and Assessments.....	524 97
	Department of Water Supply, Gas and Electricity—General Administration.....	7,603 98
	Department of Water Supply, Gas and Electricity—Water Supply, Boroughs of Manhattan and The Bronx.....	14,944 38
	Department of Water Supply, Gas and Electricity—Water Supply, Borough of Queens.....	433 00
	Department of Water Supply, Gas and Electricity—Bureau of Electrical Inspection, Boroughs of Manhattan and The Bronx.....	122 50
	Fire Department, General Administration.....	20 00
	Fire Department, Borough of Manhattan.....	4,423 03
	Fire Department, Borough of The Bronx.....	1,037 04
	Fire Department, Borough of Brooklyn.....	2,027 29
	Fire Department, Borough of Queens.....	808 56
	Fire Department, Borough of Richmond.....	528 68
	Five Points House of Industry.....	1,922 14
	Hebrew Sheltering Guardian Society.....	9,393 40
	Interest on the City Debt.....	23,811 18
	Law Department.....	51,564 26
	Lincoln Hospital and Home.....	200 00
	Mayoralty.....	2,296 13
	Mayoralty—Bureau of Licenses.....	218 98
	Municipal Civil Service Commission.....	9,921 03
	Municipal Courts, City of New York, Borough of Manhattan.....	30,213 37
	Municipal Courts, City of New York, Borough of Brooklyn.....	13,391 56
	Municipal Courts, City of New York, Borough of Queens.....	2,566 62
	Police Department.....	100,000 00
	President of the Borough of Manhattan—	
	Bureau of Highways.....	7,724 92
	Bureau of Public Buildings and Offices.....	10,416 43
	Bureau of Sewers.....	5,156 95
	President of the Borough of The Bronx—	
	Bureau of Buildings.....	121 55
	Bureau of Highways.....	7,027 09
	Bureau of Public Buildings and Offices.....	1,003 00
	Bureau of Sewers.....	2,050 50
	President of the Borough of Brooklyn—	
	General Administration.....	8,667 68
	Topographical Bureau.....	5,442 10
	Bureau of Buildings.....	16,428 99
	Bureau of Highways.....	6,387 07
	Bureau of Public Buildings and Offices.....	58 93
	Bureau of Sewers.....	14,567 00
	President of the Borough of Queens—	
	General Administration.....	500 00
	Topographical Bureau.....	370 25
	Bureau of Buildings.....	149 56
	Bureau of Highways.....	8,742 93
	Bureau of Sewers.....	1,598 60
	Bureau of Street Cleaning.....	3,036 43
	President of the Borough of Richmond—	
	General Administration.....	3,950 71
	Bureau of Buildings.....	1,678 47
	Bureau of Highways.....	3,187 30
	Bureau of Public Buildings and Offices.....	1,795 22
	Bureau of Sewers.....	1,292 34
	Bureau of Street Cleaning.....	4,659 81
	Redemption of the City Debt.....	100,500 00
	Rents.....	797 15
	Richmond County Society for Prevention of Cruelty to Children.....	83 33
	St. Ann's Home for Destitute Children.....	3,724 17
	St. Michael's Home.....	2,055 36
	Sanitarium for Hebrew Children.....	625 00
	Tenement House Department.....	32,492 41
	New York County.	
	Armories and Drill Rooms.....	9,331 00
	Commissioner of Jurors.....	39 60
	Commissioner of Records.....	2,246 65
	County Clerk.....	10,257 09
	Court of General Sessions.....	23,429 20
	Disbursements and Fees, etc.....	375 00
	District Attorney.....	24,676 85
	Fees of Stenographers, etc.....	60 80
	Public Administrator.....	2,110 80
	Rents.....	416 67
	Sheriff.....	9,990 15
	Supreme Court, First Department.....	48,708 18
	Surrogates' Court.....	14,552 22
	Kings County.	
	Armories and Drill Rooms.....	1,736 00
	Commissioner of Jurors.....	2,859 28
	County Clerk.....	7,012 03
	County Court.....	9,866 59
	District Attorney.....	7,888 02
	Fees and Expenses of Jurors.....	697 50
	Law Library in Brooklyn.....	450 00
	Register.....	13 50
	Sheriff.....	6,758 23
	Supreme Court, Second Department.....	28,071 49
	Surrogate's Court.....	6,927 16
	Queens County.	
	Armories and Drill Rooms.....	392 00
	County Contingent Fund.....	261 00
	District Attorney.....	1,716 66
	Public Administrator.....	100 00
	Sheriff.....	1,132 45
	Supreme Court and County Court.....	5 00
	Richmond County.	
	County Clerk.....	83 40
	District Attorney.....	737 49
	Sheriff.....	1,031 98
	Balance.....	\$1,485,294 89
		\$2,443,396 62
		37,949,232 47
		\$40,393,629 09
		\$40,392,629 09

THE COMMISSIONERS OF THE SINKING FUNDS OF THE CITY OF NEW YORK, in account with JAMES J. MARTIN, Chamberlain, for the week ending February 27, 1909.

				Sinking Fund for the Redemption of the City Debt.		Sinking Fund for the Payment of Interest on the City Debt.		Sinking Fund, Redemption No. 2.		Sinking Fund, Brooklyn.		Sinking Fund, City of New York.	
				Dr.	Cr.	Dr.	Cr.	Dr.	Cr.	Dr.	Cr.	Dr.	Cr.
1909. Feb. 20	By Balances, as per last ac- count current.....				\$748,290 65		\$3,431,318 60				\$156,418 31		\$1,006,470 93
" 27	Sundry Licenses, Bor- oughs of Manhattan and The Bronx.....	Oliver..... \$1,994 50											
	Sundry Licenses, Bor- ough of Brooklyn.....	Bracken... 206 00											
	Sundry Licenses, Bor- ough of Queens.....	Corbett.... 12 00											
	Sundry Licenses, Bor- ough of Richmond.....	Woelfse.... 5 00											
	Market Stand Rents.....	Aitken.....	\$2,217 50										
	Market Wagon Fees....	" .....	1,799 03										
	Wallabout Market Lot Rentals.....	" .....	141 25										
	Wallabout Market Wagon Fees.....	" .....	1,614 00										
	Market Cellar Rents....	" .....	73 75										
	Tubular Franchise.....	" .....	55 00										
			6,480 80										



				Sinking Fund for the Redemption of the City Debt.		Sinking Fund for the Payment of Interest on the City Debt.		Sinking Fund, Redemption No. 2.		Sinking Fund, Brooklyn.		Sinking Fund, City of New York.	
				Dr.	Cr.	Dr.	Cr.	Dr.	Cr.	Dr.	Cr.	Dr.	Cr.
1909. Feb. 27	By Dock and Slip Rents, Borough of Manhattan	Spooner....	\$73,642 24										
	Dock and Slip Rents, Borough of Brooklyn	" ....	5,265 54										
	Dock and Slip Rents, Borough of Queens	" ....	292 65										
			\$79,200 43										
	Street Vaults, Borough of Manhattan	Cloughen ...	\$3,675 94										
	Street Vaults, Borough of Brooklyn	Farrell .....	103 89										
			3,779 83										
	Commissioner of Jurors, Fines	Allison .....	35 00										
						\$95,396 59							
	Arrears of Croton Water Rents, City of New York	Austen.....	\$6,698 12										
	Arrears of Croton Water Rents, City of New York	Collector Assessments	2,654 01										
	Interest on Croton Water Rents, City of New York	" .....	644 09										
	Arrears of Croton Water Rents, 1897, etc.	" .....	51 05										
	Interest on Croton Water Rents, 1897, etc.	" .....	45 85										
	Croton Rents and Penalties, Borough of Manhattan	Padden ....	\$61,954 30										
	Croton Rents and Penalties, Borough of The Bronx	Lynch.....	7,874 44										
			69,828 74										
	House Rents, Boroughs of Manhattan and The Bronx	Aitken .....	\$439 33										
	House Rents, Borough of Brooklyn	" .....	127 00										
	House Rents, Borough of Queens	" .....	24 00										
	House Rents, Borough of Richmond	" .....	3 00										
			593 33										
	Ground Rents, Borough of Brooklyn	" .....	10 00										
	Ferry Rents, Borough of Manhattan	Spooner.....	5,041 67										
	Ferriages, Staten Island Ferry	" .....	7,309 75										
	Ferriages, Thirty-ninth Street Ferry	" .....	2,378 92										
	Privileges, Staten Island Ferry	" .....	420 03										
	Privileges, Thirty-ninth Street Ferry	" .....	128 33										
	Court Fees and Fines	Carroll.....	975 00										
							\$96,778 89						
	Prospect Park Improvement, Installments	Collector Assessments	\$429 15										
	Prospect Park Improvement, Full Payment	" .....	16 03										
	Interest on Prospect Park Improvement, Installments	" .....	36 96										
	To Sinking Fund, Interest ..					\$50 00							
	Sinking Fund, City of New York											\$417,000 00	
	Balances			\$843,687 24		\$3,528,047 49				\$156,900 45		\$89,470 93	
				\$843,687 24	\$843,687 24	\$3,528,047 49	\$3,528,047 49			\$156,900 45	\$156,900 45	\$1,006,470 93	\$1,006,470 93

Feb. 27, 1909. By Balances ..... \$843,687 24 ..... \$3,528,047 49 ..... \$156,900 45 ..... \$89,470 93  
E. & O. E., A. J. GALLIGAN, Bookkeeper. JAMES J. MARTIN, City Chamberlain.

DR. THE CITY OF NEW YORK, in account with JAMES J. MARTIN, Chamberlain, during the week ending February 27, 1909. CR.

1909. Feb. 27	To Jury Fees, New York County	\$4,944 00		1909. Feb. 20	By Balance, Jury Fees, New York County	\$10,267 00	
	Jury Fees, Kings County	3,038 00			Balance, Jury Fees, Kings County	17,986 00	
	Jury Fees, Queens County	782 08			Balance, Jury Fees, Queens County	6,803 90	
	Jury Fees, Richmond County	46 80	\$8,810 88		Balance, Jury Fees, Richmond County	2,894 30	\$37,951 20
	Balance, Jury Fees, New York County	\$5,323 00					
	Balance, Jury Fees, Kings County	14,948 00					
	Balance, Jury Fees, Queens County	6,021 82					
	Balance, Jury Fees, Richmond County	2,847 50	29,140 32				
			\$37,951 20				\$37,951 20

Feb. 27, 1909. By Balance ..... \$29,140 32

E. & O. E., A. J. GALLIGAN, Bookkeeper. JAMES J. MARTIN, City Chamberlain.

DR. THE CITY OF NEW YORK, in account with JAMES J. MARTIN, Chamberlain, during the week ending February 27, 1909. CR.

1909. Feb. 27	To Witness Fees, New York County	\$504 16		1909. Feb. 20	By Balance, Witness Fees, New York County	\$6,603 04	
					Balance, Witness Fees, Queens County	813 28	
					Balance, Witness Fees, Richmond County	823 40	\$8,239 72
	Balance, Witness Fees, New York County	\$6,098 88					
	Balance, Witness Fees, Queens County	813 28					
	Balance, Witness Fees, Richmond County	823 40	7,735 56				
			\$8,239 72				\$8,239 72

Feb. 27, 1909. By Balance ..... \$7,735 56

E. & O. E., A. J. GALLIGAN, Bookkeeper. JAMES J. MARTIN, City Chamberlain.

DR. THE CITY OF NEW YORK, in account with JAMES J. MARTIN, Chamberlain, during the week ending February 27, 1909. CR.

1909. Feb. 27	To Interest Registered	\$3,538 33		1909. Feb. 20	By Balance	\$42,820 44	
	Balance	63,093 29		" 27	Interest Registered	23,811 18	
		\$66,631 62					\$66,631 62

Feb. 27, 1909. By Balance ..... \$66,631 62

E. & O. E., A. J. GALLIGAN, Bookkeeper. JAMES J. MARTIN, City Chamberlain.

DR. THE CITY OF NEW YORK, in account with JAMES J. MARTIN, Chamberlain, during the week ending February 27, 1909. CR.

1909. Feb. 27	To Balance, Unclaimed Interest	\$15,467 12		1909. Feb. 20	By Balance	\$14,783 54	
				" 27	Unclaimed Interest	683 58	
		\$15,467 12					\$15,467 12

Feb. 27, 1909. By Balance ..... \$15,467 12

E. & O. E., A. J. GALLIGAN, Bookkeeper. JAMES J. MARTIN, City Chamberlain.





## CHANGES IN DEPARTMENTS, ETC.

## FIRE DEPARTMENT.

March 17—Appointed as ununiformed Firemen for a probationary period of one month, with salary at the rate of \$800 per annum, to take effect March 11, 1909:

## Borough of Manhattan.

William Lennon, Hook and Ladder Company 2.  
Matthew Kelly, Hook and Ladder Company 5.  
John R. Vaughan, Hook and Ladder Company 3.  
John M. Downs, Hook and Ladder Company 3.  
Allen Greenberg, Hook and Ladder Company 7.  
William J. Soines, Hook and Ladder Company 8.  
Frederick M. Nuhn, Hook and Ladder Company 12.  
Patrick J. Murphy, Hook and Ladder Company 16.  
Edward D. Slevin, Hook and Ladder Company 20.  
Bernard H. Byrne, Hook and Ladder Company 22.  
Charles C. Leavey, Hook and Ladder Company 29.  
Alfred J. Reynolds, Hook and Ladder Company 35.

## Borough of The Bronx.

William Vanderbeck, Hook and Ladder Company 17.  
William A. Bernhardt, Engine Company 60.  
Rudolph H. Frey, Engine Company 83.

## Borough of Richmond.

Charles J. G. Lubeck, Engine Company 201.  
Frank C. Arnold, Engine Company 201.  
Joseph P. Ahern, Engine Company 202.  
John J. Harrison, Engine Company 202.  
Albert E. Hovorka, Engine Company 203.  
Frederick Rott, Engine Company 203.  
Albert C. Wetzel, Engine Company 204.  
Thomas F. Blaney, Engine Company 204.  
Joseph McDonough, Engine Company 205.  
Benjamin Silverstein, Engine Company 205.  
Gerald F. Harrigan, Engine Company 206.

## Borough of Brooklyn.

John G. Seiter, Engine Company 104.  
John F. Ahearn, Engine Company 107.  
Frederick W. Petri, Engine Company 108.  
Michael McCabe, Engine Company 120.  
George Olsen, Engine Company 122.  
William Ebert, Engine Company 124.  
Charles Forster, Engine Company 143.  
John Isola, Engine Company 143.  
Joseph F. Haffner, Engine Company 156.  
John R. Schrage, Engine Company 156.  
George M. Murray, Hook and Ladder Company 51.  
Alfred W. Inslee, Hook and Ladder Company 52.  
Michael Ziegler, Hook and Ladder Company 52.  
William H. McNally, Hook and Ladder Company 53.  
Casper C. Straub, Hook and Ladder Company 58.  
William H. Weickum, Hook and Ladder Company 58.  
Michael J. McCarthy, Hook and Ladder Company 61.  
Edward J. Lewis, Hook and Ladder Company 62.  
Edward A. Jones, Hook and Ladder Company 62.  
Frederick J. Gill, Hook and Ladder Company 64.  
Edward L. Fritz, Hook and Ladder Company 72.  
Adam Morgenstern, Hook and Ladder Company 74.

The following probationary Firemen to be Firemen of the fourth grade, with salary at the rate of \$800 per annum, to take effect March 14, 1909:

## Borough of Manhattan.

William D. Fullam, Engine Company 13.

## Borough of Brooklyn.

John J. Kelly (No. 4), Engine Company 105.

## Dropped from the Rolls.

## Borough of Manhattan.

Fireman third grade Richard J. Wilkinson, of Hook and Ladder Company 39, having been absent without proper authority for five days, from 1.45 p. m., March 5, 1909, has been deemed and held to have resigned from the Department, and his name dropped from the rolls, to take effect from 8 o'clock a. m., March 11, 1909.

## Promoted.

To be Assistant Foremen, with salary at the rate of \$1,800 per annum, to take effect March 11, 1909:

## Borough of Brooklyn.

Engineer of Steamer John F. Daly, Engine Company 120, assigned to Engine Company 156.  
Fireman first grade Edward H. Weider, Engine Company 125, assigned to Engine Company 168.  
Fireman first grade Edward J. Faughnan, Hook and Ladder Company 59, assigned to Engine Company 133.  
Assistant Foreman J. Quincy Kraft, Hook and Ladder Company 58, promoted to be a Foreman, with salary at the rate of \$2,160 per annum, to take effect March 11, 1909, and assigned to Engine Company 120.

## Died.

## Borough of Manhattan.

Patrick McNally, Third street shops, employed as Watchman, on March 14, 1909.

## Retired.

On own application after more than 20 years' service:  
Foreman Charles F. Connolly, Engine Company 167, Borough of Queens, on \$1,080 per annum, to take effect March 22, 1909.

## Designation of Compensation.

The compensation of Laborer Thomas F. Meaney, Headquarters, Borough of Manhattan, has been designated at the rate of \$3 per diem, to take effect March 1, 1909.

The compensation of Driver Lipman Moses, Repair Shops, Boroughs of Manhattan, The Bronx and Richmond, has been designated at the rate of \$912 per annum, to take effect March 15, 1909.

## Transferred.

In accordance with the approval of the Municipal Civil Service Commission, dated March 12, 1909, Raffaello Ajello, Repair Shops, Boroughs of Manhattan, The Bronx and Richmond, has been transferred from the position of Driver to that of Laborer therein, to take effect March 15, 1909, with compensation at the rate of \$3 per diem.

## BOROUGH OF BROOKLYN.

## Bureau of Buildings.

March 18—Reinstated Joseph P. Smithers, Jr., as Assistant Engineer; effective March 18, 1909.  
George F. Cullen, second grade Clerk in the Tenement House Department, Manhattan, has been transferred to this Bureau to a similar position, at a compensation of \$1,050 per annum; effective March 19, 1909.

## DEPARTMENT OF PARKS.

## Borough of The Bronx.

March 18—Discharge of the following employees of this Department, said discharges to take effect March 17, 1909:

## Driver with Horse and Cart.

John Harrison, No. 162 East One Hundred and Eighty-fourth street.  
John Hildebrand, No. 3482 Park avenue.  
William F. Houlihan, Concourse and One Hundred and Eighty-ninth street.  
Driver with Wagon and Team—Joseph H. Riha, No. 194 East One Hundred and Sixty-fourth street.  
Driver with Horse and Wagon—John Collins, One Hundred and Seventy-ninth street and Osborne place.

## Boroughs of Brooklyn and Queens.

March 19—Appointed Climbers and Pruners from preferred list:  
Michael J. McNamara, No. 341 Eighteenth street, Brooklyn.  
Albert N. Olm, No. 190 Third avenue, Astoria, L. I.  
Frank L. Way, care Leary, No. 227 High street, Brooklyn.  
Anthony Molesky, No. 728 Fourth avenue, Brooklyn.  
John J. Quinn, No. 886 Franklin avenue, Brooklyn.  
Bernard P. Devers, No. 561 Twentieth street, Brooklyn.  
Louis C. Mehl, No. 8807 Fifth avenue, Brooklyn.  
David F. Hanrahan, No. 519 Eighty-eighth street, Brooklyn.  
Frank J. Green, No. 287 Prospect Park West, Brooklyn.  
Frank J. Kowalski, No. 282 Twenty-second street, Brooklyn.  
William Huber, No. 81 Foxhall street, Brooklyn.  
William J. Lehan, No. 108 Madison street, Manhattan.

Patrick Corrigan, No. 111 East One Hundred and Second street, Manhattan.  
James McGovern, No. 9 Windsor place, Brooklyn.

William H. Goodday, No. 176 Sterling street, Brooklyn.

Jeremiah Carey, No. 138 Bedford avenue, Brooklyn.

Charles J. Garritson, No. 635 Grand avenue, Brooklyn.

John J. Monahan, No. 463 Seventh avenue, Brooklyn.

Paul Monro, Two Hundred and Sixteenth street and Bronx boulevard, The Bronx.

Philip R. Lynch, No. 43 Lexington avenue, Brooklyn.

Joseph Femminella, No. 418 Rutland road, Brooklyn.

Julius Crump, No. 1209 Washington avenue, Brooklyn.

David H. Ross, No. 138 McDougal street, Brooklyn.

Paul Hester, No. 235 Fifteenth street, Brooklyn.

Peter S. Garaventa, No. 91 Gelston avenue, Brooklyn.

George A. Dolan, No. 303 East One Hundred and Twenty-second street, Manhattan.

John J. McKenney, No. 290 Hewes street, Brooklyn.

Jeremiah Monahan, No. 545 Seventh avenue, Brooklyn.

Thomas J. McGee, No. 189 Sackett street, Brooklyn.

Robert Keenan, No. 161 Bridge street, Brooklyn.

Walter F. Seward, No. 508 Seventeenth street, Brooklyn.

Daniel F. Lee, No. 1012 President street, Brooklyn.

Richard F. Mason, Jr., No. 590 East One Hundred and Fortieth street, The Bronx.

## Dropped for Failure to Report for Work.

James Moore, No. 608 Sixteenth street, Brooklyn, Park Laborer.

Charles W. Eckerson, No. 152 North Tenth street, Brooklyn, Laborer, O.

John Mart'n, Ninety-ninth street and Third avenue, Brooklyn, Park Laborer.

## PUBLIC HEARING.

Public notice is hereby given that the Special Committee of the Board of Aldermen on the proposed new Charter will hold a public hearing in the Aldermanic Chamber, City Hall, Borough of Manhattan, on Wednesday, March 24, 1909, at 2 o'clock p. m.

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

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

## 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.; Saturdays, 9 a. m. to 12 m.  
Telephone, 8020 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, 8020 Cortlandt.  
Patrick Derry, Chief of Bureau.

## BUREAU OF LICENSES.

9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 8020 Cortlandt.  
Francis V. S. Oliver, Jr., Chief of Bureau.  
Principal Office, Room 1, City Hall.  
Branch Office, Room 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 P. 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 call, 1127 Cortlandt.  
Robert W. de Forest, Trustee Metropolitan Museum of Art, President; Frank D. Millet, Painter, Vice-President; Howard Mansfield, 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; John B. Pine, Charles Howland Russell, Fred B. Pratt, Herbert Adams.  
John Quincy Adams, Assistant Secretary.

## BELLEVUE AND ALLIED HOSPITALS.

Office, Bellevue Hospital, Twenty-sixth street and First avenue.  
Telephone, 4400 Madison Square.  
Board of Trustees—Dr. John W. Brannan, President; James K. Paulding, Secretary; Arden M. Robbins, Samuel Sachs, Leopold Stern, James A. Farley, John G. O'Keefe, 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), Rudolph C. Fuller, James Kane.  
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. Adea, 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, 5840 Gramercy.  
Warren A. Conover, Charles Buek, Lewis Harding, 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.  
Edward J. Walsh, City Magistrate, First Division.  
Edward J. Dooley, City Magistrate, Second Division.  
Samuel B. Hamburger, John C. Heintz, Dominick Di 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. 209 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, Ernest Y. Gallaher, Commissioners.



**CHANGE OF GRADE DAMAGE COMMISSION.**

Office of the Commission, Room 138, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City.  
Commissioners—William E. Stillings, George C. Norton, Lewis A. Abrams.  
Lamont McLoughlin, 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 City Clerk.  
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.  
Edgar E. Schiff, Secretary.  
Office hours, 9 a. m. to 4 p. m.  
Saturdays, 9 a. m. to 12 m.  
Telephone, 6080 Cortlandt.

**DEPARTMENT OF CORRECTION.**

CENTRAL OFFICE.  
No. 148 East Twentieth street. Office hours from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 1047 Gramercy.  
John J. Barry, Commissioner.  
George W. Meyer, Deputy Commissioner.  
John B. Fitzgerald, Secretary.

**DEPARTMENT OF DOCKS AND FERRIES.**

Pier "A," N. R., Battery place.  
Telephone, 300 Rector.  
Allen N. Spooner, Commissioner.  
Denis A. Judge, Deputy Commissioner.  
Joseph W. Savage, Secretary.  
Office hours, 9 a. m. to 4 p. m.; Saturdays, 12 m.

**DEPARTMENT OF EDUCATION.**

BOARD OF EDUCATION.  
Park avenue and Fifty-ninth street, Borough of Manhattan, 9 a. m. to 5 p. m. (in the month of August, 9 a. m. to 4 p. m.); Saturdays, 9 a. m. to 12 m.  
Telephone, 5580 Plaza.  
Richard B. Aldcroft, Jr., Walter Alexander, Nicholas J. Barrett, Charles E. Bruce, M. D., Joseph E. Cosgrove, Frederic R. Coudert, Francis W. Croninshield, Francis P. Cunneen, Thomas M. De Laney, Horace E. Dresser, Alexander Ferris, Joseph Nicola Francolini, George Freifeld, George J. Gillespie, John Greene, Lewis Haase, Robert L. Harrison, Louis Haupt, M. D., Thomas J. Higgins, James P. Holland, Arthur Hollick, Hugo Kanzler, Max Katzenberg, Edward Lazansky, Alrick H. Man, Clement March, Mitchell May, Robert E. McCafferty, Dennis J. McDonald, M. D., Ralph McKee, Frank W. Meyer, Thomas J. O'Donohue, Henry H. Sherman, Arthur S. Somers, Abraham Stern, M. Samuel Stern, Cornelius J. Sullivan, James E. Sullivan, Michael J. Sullivan, Bernard Suydam, Rupert B. Thoms, John R. Thompson, George A. Vandenhoff, Frank D. Wilsey, George W. Wingate, Egerton L. Winthrop, Jr., members of the Board.  
Egerton L. Winthrop, Jr., President.  
John Greene, Vice-President.  
A. Emerson Palmer, Secretary.  
Fred H. Johnson, Assistant Secretary.  
C. B. J. Snyder, Superintendent of School Buildings.  
Patrick Jones, Superintendent of School Supplies.  
Henry K. M. Cook, Auditor.  
Thomas A. Dillon, Chief Clerk.  
Henry M. Leipziger, Supervisor of Lectures.  
Claude G. Leland, Superintendent of Libraries.  
A. J. Maguire, Supervisor of Janitors.

**BOARD OF SUPERINTENDENTS.**

William H. Maxwell, City Superintendent of Schools, and Andrew W. Edson, John H. Haaren, Clarence E. Melaney, Thomas S. O'Brien, Edward B. Shallow, Edward L. Stevens, Gustave Straubmiller, John H. Walsh, Associate City Superintendents.

**DISTRICT SUPERINTENDENTS.**

Darwin L. Bardwell, William A. Campbell, John J. Chickering, John W. Davis, John Dwyer, James M. Edsall, Matthew J. Elgas, Edward D. Farrell, Cornelius D. Franklin, John Griffin, M. D.; John L. N. Hunt, Henry W. Jameson, James Lee, Charles W. Lyon, James J. McCabe, William J. O'Shea, Julia Richman, Alfred T. Schaeffer, Albert Shiels, Edgar Grace Shimer, Seth T. Stewart, Edward W. Stitt, Grace C. Strachan, Joseph S. Taylor, Joseph H. Wade, Evangeline E. Whitney.

**BOARD OF EXAMINERS.**

William H. Maxwell, City Superintendent of Schools, and James C. Byrnes, Walter L. Hervey, Jerome A. O'Connell, George J. Smith, Examiners.

**DEPARTMENT OF FINANCE.**

Stewart Building, Chambers street and Broadway 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 1200 Worth.  
Herman A. Metz, Comptroller.  
John H. McCoey and N. Taylor Phillips, Deputy Comptrollers.  
Hubert L. Smith, Assistant Deputy Comptroller.  
Paul Loeser, Secretary to Comptroller.

**MAIN DIVISION.**

H. J. Storrs, Chief Clerk, Room 11.  
BOOKKEEPING AND AWARDS DIVISION.  
Frank W. Smith, Chief Accountant and Book keeper, Room 8.

**STOCK AND BOND DIVISION.**

James J. Sullivan, Chief Stock and Bond Clerk, Room 85.

**BUREAU OF AUDIT—MAIN DIVISION.**

P. H. Quinn, Chief Auditor of Accounts, Room 27.

**LAW AND ADJUSTMENT DIVISION.**

Jeremiah T. Mahoney, Auditor of Accounts, Room 185.

**BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS.**

Charles S. Hervey, Supervising Statistician and Examiner, Room 180.

**CHARITABLE INSTITUTIONS DIVISION.**

Daniel C. Potter, Chief Examiner of Accounts of Institutions, Room 38.

**OFFICE OF THE CITY PAYMASTER.**

No. 83 Chambers street and No. 65 Reade street.  
John H. Timmerman, City Paymaster.

**ENGINEERING DIVISION.**

Stewart Building, Chambers street and Broadway, Chandler Withington, Chief Engineer, Room 55.

**DIVISION OF INSPECTION.**

William M. Hoge, Auditor of Accounts in Charge, Room 39.

**DIVISION OF REAL ESTATE.**

Mortimer J. Brown, Appraiser of Real Estate, Rooms 101, 103 and 105.

**BUREAU FOR THE COLLECTION OF TAXES.**

Borough of Manhattan—Stewart Building, Room O.

David E. Austen, Receiver of Taxes.  
John J. McDonough and William H. Loughran, Deputy Receivers of Taxes.

Borough of the Bronx—Municipal Building, Third and Tremont avenues.  
John B. 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 Brighton.  
John De Morgan and F. Wilsey Owen, Deputy Receivers of Taxes.

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.  
Thomas A. Healy, Deputy Collector of Assessments and Arrears.

Borough of Richmond—St. George, New Brighton.  
George Brand, Deputy Collector of Assessments and Arrears.

Bureau for the collection of city revenue and of markets.  
Stewart Building, Chambers street and Broadway, Room 141.

Peter Aitken, Collector of City Revenue and Superintendent of Markets.  
David O'Brien, Deputy Collector of City Revenue

Bureau for the examination of claims.  
Frank J. Prial, Chief Examiner. Room 181.

Bureau of the City Chamberlain.  
Stewart Building, Chambers street and Broadway, Rooms 63 to 67.

James J. Martin, City Chamberlain.  
Henry J. Walsh, Deputy Chamberlain.

Telephone, 4570 Worth.

**DEPARTMENT OF HEALTH.**

Southwest corner of Fifty-fifth street and Sixth avenue, Borough of Manhattan, 9 a. m. to 4 p. m.

Bureau of Health and Contagious Disease Offices always open.  
Telephone, 4900 Columbus.

Thomas Darlington, M. D., Commissioner of Health and President.

Alvah H. Doty, M. D.; Theodore A. Bingham, Commissioners.

Eugene W. Scheffer, Secretary.

Herman M. Biggs, M. D., General Medical Officer.

James McC. Miller, Chief Clerk.

Walter Bensen, M. D., Sanitary Superintendent.

William H. Guilfoyle, M. D., Registrar of Records.

**Borough of Manhattan.**

Alonzo Blauvelt, M. D., Acting Assistant Sanitary Superintendent; George A. Roberts, Assistant Chief Clerk.

Charles J. Burke, M. D., Assistant Registrar of Records.

Borough of The Bronx, No. 373 Third avenue.

Alonzo Blauvelt, M. D., Acting Assistant Sanitary Superintendent; Ambrose Lee, Jr., Assistant Chief Clerk; Arthur J. O'Leary, M. D., Assistant Registrar of Records.

Borough of Brooklyn, Nos. 38 and 40 Clinton street.

Traverse R. Maxfield, M. D., Assistant Sanitary Superintendent; Alfred T. Metcalfe, Assistant Chief Clerk; S. J. Byrne, M. D., Assistant Registrar of Records.

Borough of Queens, Nos. 372 and 374 Fulton street, Jamaica.

John H. Barry, M. D., Assistant Sanitary Superintendent; George R. Crowley, Assistant Chief Clerk; Robert Campbell, M. D., Assistant Registrar of Records.

Borough of Richmond, Nos. 54 and 56 Water street, Stapleton, Staten Island.

John T. Sprague, M. D., Assistant Sanitary Superintendent; Charles E. Hoyer, Assistant Chief Clerk; J. Walter Wood, M. D., Assistant Registrar of Records.

**DEPARTMENT OF PARKS.**

Henry Smith, Commissioner of Parks for the Boroughs of Manhattan and Richmond, and President Park Board.

William J. Fransioli, Secretary.  
Offices, Arsenal, Central Park.  
Telephone, 201 Plaza.

Michael J. Kennedy, Commissioner of Parks for the Boroughs of Brooklyn and Queens.

Offices, Litchfield Mansion, Prospect Park, Brooklyn.  
Telephone, 2300 South.

Joseph I. Berry, Commissioner of Parks for the Borough of The Bronx.

Office, Zbrowski Mansion, Claremont Park.  
Office hours, 9 a. m. to 4 p. m.; Saturdays, 12 m.

Telephone, 2640 Tremont.

**DEPARTMENT OF PUBLIC CHARITIES.****PRINCIPAL OFFICE.**

Foot of East Twenty-sixth street, 9 a. m. to 4 p. m. Saturdays, 12 m.

Telephone, 1350 Madison Square.  
Robert W. Heberd, Commissioner.

Richard C. Baker, First Deputy Commissioner.

Thomas W. Hynes, Second Deputy Commissioner for Brooklyn and Queens, Nos. 327 to 331 Schermerhorn street, Brooklyn. Telephone, 2977 Main.

J. McKee Borden, Secretary.

Plans and Specifications, Contracts, Proposals and Estimates for Work and Materials for Building, Repairs and Supplies, Bills and Accounts, 9 a. m. to 4 p. m.; Saturdays, 12 m.

Bureau of Dependent Adults, foot of East Twenty-sixth street. Office hours, 8.30 a. m. to 4 p. m.

The Children's Bureau, No. 66 Third avenue, Office hours, 8.30 a. m. to 4 p. m.

Jeremiah Connelly, Superintendent for Richmond Borough, Borough Hall, St. George, Staten Island.

Telephone, 1000 Tompkinsville.

**DEPARTMENT OF STREET CLEANING.**

Nos. 13 to 21 Park row, 9 a. m. to 4 p. m.

Telephone, 3863 Cortlandt.  
William H. Edwards, Commissioner.

James D. Hogan, Deputy Commissioner, Borough of Manhattan.

Owen J. Murphy, Deputy Commissioner, Borough of Brooklyn.

Jerome F. Reilly, Deputy Commissioner, Borough of The Bronx.

John J. O'Brien, Chief Clerk.

**DEPARTMENT OF TAXES AND ASSESSMENTS.**

Hall of Records, corner of Chambers and Centre streets. Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Commissioners—Lawson Purdy, President; Frank Raymond, James H. Tully, Charles Putzel, Hugh Hastings, Charles J. McCormack, John J. Halleran.

**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, 3980 Main; Queens, 430 Greenpoint; Richmond, 94 Tompkinsville; Bronx, 62 Tremont.

John H. O'Brien, Commissioner.

M. F. Loughman, Deputy Commissioner.

John F. Garvey, Secretary to Department.

I. M. de Varona, Chief Engineer.

George W. Birdsell, Consulting Hydraulic Engineer.

George F. Sever, Consulting Electrical Engineer.

Charles F. Lacombe, Chief Engineer of Light and Power.

Michael C. Padden, Water Register, Manhattan.

William A. Hawley, Secretary to Commissioner.

William C. Cozier, Deputy Commissioner, Borough of Brooklyn, Municipal Building, Brooklyn.

John W. McKay, Acting Chief Engineer, Brooklyn.

William R. McGuire, Water Register, Brooklyn.

Michael Hecht, 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. Coker, 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.

Franz S. Wolf, Inspector of Combustibles, Boroughs of Brooklyn and Queens, Nos. 365 and 367 Jay street, Brooklyn. Telephone, 3520 Main.

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 in Fire Alarm Telegraph Bureau.

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, 3000 Worth.

Francis K. Pendleton, Corporation Counsel.

Assistants—Theodore Connolly, George L. Sterling, Charles D. Olendorf, William P. Burr, K. Percy Chittenden, David Rumsey, William Beers Crowell, John L. O'Brien, Terence Farley, Cornelius F. Collins, John F. O'Brien, Edward S. Malone, Edwin J. Freedman, Louis H. Hahlo, Frank B. Pierce, Stephen O'Brien, Charles A. O'Neil, Richard H. Mitchell, John Widdecombe, Edward J. McGoldrick, Curtis A. Peters, Arthur Sweeney, Joel J. Squier, Harford P. Walker, George F. Nicholson, George H. Folwell, William H. King, Alfred W. Booraem, Josiah A. Stover, Thomas F. Noonan, J. Gabriel Britt, Royal E. T. Riggs, Charles McIntyre, Solon Berrick, James J. Byrne, James P. O'Connor, William H. Jackson, Edward Maxson, Elliot S. Benedict, Clarence L. Barber, Isaac Phillips, Edward A. McShane, Eugene Fay.

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 Cortlandt.

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, 4520 Cortlandt.

Herman Stiefel, 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, 1061 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 Scoysmith, Linsly R. Williams, M. D.

Telephone, 1594 Rector.

**MUNICIPAL CIVIL SERVICE COMMISSION.**

No. 299 Broadway, 9 a. m. to 4 p. m.

Frank L. Folk, 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, Headquarters Fire Department.



**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, 66 Tremont.

**BOROUGH OF BROOKLYN.**  
 President's Office, Nos. 15 and 16 Borough Hall, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.  
**Bird S. Coler, President.**  
**Charles Frederick Adams, Secretary.**  
**John A. Heffernan, Private Secretary.**  
**Thomas R. Farrell, Commissioner of Public Works.**  
**James M. Power, Secretary to Commissioner.**  
**David F. Moore, Superintendent of Buildings.**  
**James Dunne, Superintendent of the Bureau of Sewers.**  
**Joseph M. Lawrence, Superintendent of the Bureau of Public Buildings and Offices.**  
**Patrick F. Lynch, Superintendent of Highways.**

**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.**  
**John M. Cragen, Secretary.**  
**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.**  
**James E. Clonin, 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.**  
**Theodor 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. Schwanneck.**  
**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 McGuinness, 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. Shady, 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.**  
**Matthew F. Neville, Assistant 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, 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. Glennen, 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.** Telephone, 3304 Franklin.

**PUBLIC ADMINISTRATOR.**  
 No. 119 Nassau street, 9 a. m. to 4 p. m.  
**William M. Hoes, Public Administrator.** Telephone, 6376 Cortlandt.

**REGISTER.**  
 Hall of Records. Office hours from 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m. During the months of July and August the hours are from 9 a. m. to 2 p. m.  
**Frank Gass, Register.**  
**William H. Sinnott, Deputy Register.** Telephone, 3900 Worth.

**SHERIFF.**  
 No. 299 Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
**Thomas F. Foley, Sheriff.**  
**John F. Gilchrist, Under Sheriff.** Telephone, 4984 Worth.

**SURROGATES.**  
 Hall of Records. Court open from 9 a. m. to 4 p. m., except Saturday, when it closes at 12 m. During the months of July and August the hours are from 9 a. m. to 2 p. m.  
**Abner C. Thomas and John P. Cohalan, Surrogates; William V. Leary, Chief Clerk.**

## KINGS COUNTY.

**COMMISSIONER OF JURORS.**  
 5 County Court-house  
**Jacob Brenner, Commissioner.**  
**Jacob A. Livingston, Deputy Commissioner.**  
**Albert B. Waldron, Secretary.**  
 Office hours from 9 a. m. to 4 p. m.; Saturdays, from 9 a. m. to 12 m.  
 Office hours during July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.  
 Telephone, 1454 Main.

**COMMISSIONER OF RECORDS.**  
 Hall of Records.  
 Office hours, 9 a. m. to 4 p. m., excepting months of July and August, then 9 a. m. to 2 p. m., Saturdays 9 a. m. to 12 m.  
**Lewis M. Swasey, Commissioner.**  
**D. H. Ralston, Deputy Commissioner.** Telephone, 1114 Main.  
**Thomas D. Mossrop, Superintendent.**  
**William J. Beattie, Assistant Superintendent.** Telephone, 1082 Main.

**COUNTY CLERK.**  
 Hall of Records, Brooklyn. Office hours, 9 a. m. to 4 p. m.; during months of July and August, 9 a. m. to 2 p. m.; Saturdays, 9 a. m. to 12 m.  
**Frank Ehlers, County Clerk.**  
**Robert A. Sharkey, Deputy County Clerk.**  
**John Cooper, Assistant Deputy County Clerk.** Telephone call, 4930 Main.

**COUNTY COURT.**  
 County Court-house, Brooklyn, Rooms 10, 17, 18, 22 and 23. Court opens at 10 a. m. daily and sits until business is completed. Part I., Room No. 23; Part II., Room No. 10, Court-house. Clerk's Office, Rooms 17, 18 and 22, open daily from 9 a. m. to 4 p. m.; Saturdays, 12 m.  
**Norman S. Dike and Lewis L. Fawcett, County Judges.**  
**Charles S. Devoy, Chief Clerk.** Telephone, 4154 and 4155 Main.

**DISTRICT ATTORNEY.**  
 Office, County Court-house, Borough of Brooklyn. Hours, 9 a. m. to 5 p. m.  
**John F. Clarke, District Attorney.** Telephone number, 2955-6-7—Main.

**PUBLIC ADMINISTRATOR.**  
 No. 44 Court street (Temple Bar), Brooklyn, 9 a. m. to 5 p. m.  
**Charles E. Teale, Public Administrator.** Telephone, 2840 Main.

**REGISTER.**  
 Hall of Records. Office hours, 9 a. m. to 4 p. m., excepting months of July and August; then from 9 a. m. to 2 p. m., provided for by statute.  
**William A. Prendergast, Register.**  
**Frederick H. E. Elstein, Deputy Register.** Telephone, 2830 Main.

**SHERIFF.**  
 County Court-house, Brooklyn, N. Y. 9 a. m. to 4 p. m.; Saturdays, 12 m.  
**Alfred T. Hobley, Sheriff.**  
**James P. Connell, Under Sheriff.** Telephone, 6845, 6846, 6847, Main.

**SURROGATE.**  
 Hall of Records, Brooklyn, N. Y.  
**Herbert T. Ketcham, Surrogate.**  
**Edward J. Bergen, Chief Clerk and Clerk of the Surrogate's Court.**  
 Court opens at 10 a. m. Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
 Telephone, 3954 Main.

## QUEENS COUNTY.

**COMMISSIONER OF JURORS.**  
 Office hours, 9 a. m. to 4 p. m.; July and August, 9 a. m. to 2 p. m.; Saturdays 9 a. m. to 12 m. Queens County Court-house, Long Island City.  
**John P. Balbert, Commissioner of Jurors.**  
**Rodman Richardson, Assistant Commissioner.** Telephone, 455 Greenpoint.

**COUNTY CLERK.**  
 No. 364 Fulton street, Jamaica, Fourth Ward, Borough of Queens, City of New York.  
 Office open, 9 a. m. to 4 p. m.; Saturday, 9 a. m. to 12 m.  
**John Niederstein, County Clerk.**  
**Henry Walter, Jr., Deputy County Clerk.** Telephone, 151 Jamaica.

**COUNTY COURT.**  
 Temporary County Court-house, Long Island City. County Court opens at 10 a. m. Trial Terms begin first Monday of each month, except July, August and September. Special Terms each Saturday, except during August and first Saturday of September. County Judge's office always open at No. 336 Fulton street, Jamaica, N. Y.  
**Burt J. Humphrey, County Judge.** Telephone, 286 Jamaica.

**DISTRICT ATTORNEY.**  
 Office, Queens County Court-house, Long Island City, 9 a. m. to 5 p. m.  
**Frederick G. De Witt, District Attorney.** Telephone, 39 Greenpoint.

**PUBLIC ADMINISTRATOR.**  
 No. 17 Cook avenue, Elmhurst.  
**John T. Robinson, Public Administrator, County of Queens.** Telephone, 335 Newtown.

**SHERIFF.**  
 County Court-house, Long Island City, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
**Herbert S. Harvey, Sheriff.**  
**John M. Phillips, Under Sheriff.** Telephone, 43 Greenpoint (office).  
**Henry O. Schleth, Warden, Queens County Jail.** Telephone, 372 Greenpoint.

**SURROGATE.**  
 Daniel Noble, Surrogate.  
**Wm. F. Hendrickson, Clerk.**  
 Office, No. 364 Fulton street, Jamaica.  
 Except on Sundays, holidays and half holidays, the office is open from 9 a. m. to 4 p. m.; Saturdays, from 9 a. m. to 12 m.  
 The calendar is called on Tuesday of each week at 10 a. m., except during the month of August, when no court is held, and the court sits every day thereafter until all contested cases have been disposed of.  
 Telephone, 397 Jamaica.

## RICHMOND COUNTY.

**COMMISSIONER OF JURORS.**  
 Village Hall, Stapleton.  
**Charles J. Kullman, Commissioner.**  
**John J. McCaughey, Assistant Commissioner.**  
 Office open from 9 a. m. until 4 p. m.; Saturdays, from 9 a. m. to 12 m.  
 Telephone, 81 Tompkinsville.

**COUNTY CLERK.**  
 County Office Building, Richmond, S. I., 9 a. m. to 4 p. m.  
**C. L. Bostwick, County Clerk.**  
 County Court-house, Richmond, S. I., 9 a. m. to 4 p. m. Telephone, 28 New Dorp.

**COUNTY JUDGE AND SURROGATE.**  
 Terms of Court, Richmond County, 1909.  
 County Courts—Stephen D. Stephens, County Judge.  
 First Monday of June, Grand and Trial Jury.  
 Second Monday of November, Grand and Trial Jury.  
 Fourth Wednesday of January, without a Jury.  
 Fourth Wednesday of February, without a Jury.  
 Fourth Wednesday of March, without a Jury.  
 Fourth Wednesday of April, without a Jury.  
 Fourth Wednesday of July, without a Jury.  
 Fourth Wednesday of September, without a Jury.  
 Fourth Wednesday of October, without a Jury.  
 Fourth Wednesday of December, without a Jury.  
 Surrogate's Court—Stephen D. Stephens, Surrogate.  
 Mondays, at the Borough Hall, St. George, at 10.30 o'clock a. m.  
 Tuesdays, at the Borough Hall, St. George, at 10.30 o'clock a. m.  
 Wednesdays, at the Surrogate's Office, Richmond at 10.30 o'clock a. m.

**DISTRICT ATTORNEY.**  
 Borough Hall, St. George, S. I.  
**Samuel H. Evans.** Telephone, 50 Tompkinsville.

**SHERIFF.**  
 County Court-house, Richmond, S. I.  
 Office hours, 9 a. m. to 4 p. m.  
**Joseph J. Barth.**

## THE COURTS. APPELLATE DIVISION OF THE SUPREME COURT.

**FIRST JUDICIAL DEPARTMENT.**  
 Court-house, Madison avenue, corner Twenty-fifth street. Court opens at 1 p. m.  
**Edward Patterson, Presiding Justice; George L. Ingraham, Chester B. McLaughlin, Frank C. Laughlin, 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. 20.  
 Trial Term, Part XVII., Room No. 20.  
 Trial Term, Part XVIII., Room No. 29.  
 Appellate Term, Room No. 29.  
 Naturalization Bureau, Room No. 38, third floor.  
 Assignment Bureau, room on mezzanine floor, northeast.  
 Clerks in attendance from 10 a. m. to 4 p. m.  
 Clerk's Office, Special Term, Part I. (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 E. McCall, Edward B. Amend, Vernon M. Davis, Victor J. Dowling, Joseph E. Newburger, John W. Goff, Samuel Seabury, M. Warley Platzek, Peter A. Hendrick, John Ford, Charles W. Dayton, John J. Brady, Mitchell L. Erianger, 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. Mulqueen, James T. Malone, Judges of the Court of General Sessions. Edward R. Carroll, Clerk.** Telephone, 1201 Franklin.  
 Clerk's Office open from 9 a. m. to 4 p. m.  
 During July and August Clerk's Office will close at 2 p. m., and on Saturdays at 12 m.

**CITY COURT OF THE CITY OF NEW YORK.**  
 No. 32 Chambers street, Brownstone Building, City Hall Park, from 10 a. m. to 4 p. m.  
 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 I. Green, Alexander Finelite, Thomas F. Donnelly, John V. McAvoy, Peter Schmuck, Richard T. Lynch, Edward B. La Petra, 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, Wilard H. Olmsted, Joseph M. Deuel, Lorenz Zeller, John B. Mayo, Franklin Chase Hoyt. Charles W. Calkin, Clerk; William M. Fuller, Deputy Clerk.  
 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; Town Hall, New Brighton, 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, James J. Walsh, Henry Steinert, Daniel E. Finn, Frederick B. House, Charles N. Harris, Frederick Kernochan, Arthur C. Butts, Joseph E. Corrigan, Moses Herman, Paul Krotel, Keyran J. O'Connor.  
 Philip Bloch, Secretary, One Hundred and Twenty-first street and Sylvan place.  
 First District—Criminal Court Building.  
 Second District—Jefferson Market.  
 Third District—No. 60 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, Alfred E. Steers, A. V. B. Voorhees, Jr., Alexander H. Geismar, John F. Hyland.  
 President of the Board, Edward J. Dooley, No. 318 Adams street.  
 Secretary to the Board, Charles J. Flanagan, 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.

Wauhope 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 P. Dinnean, 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. 2506 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 and 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 Lexington avenue and by the centre line of Irving place, including its projection through Gramercy Park, on the north by the centre line of Fifty-ninth street, on the east by the easterly line of said borough; excluding, however, any portion of 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. 157 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.

**Fifth District**—The Fifth District embraces the territory bounded on the south by the centre line of Sixty-fifth street, on the east by the centre line of Central Park West, on the north by the centre line of One Hundred and Tenth street, on the west by the westerly boundary of said borough.

Alfred P. W. Seaman, William Young, Frederick Spiegelberg, Justices.

James V. Gilloon, Clerk; John H. Servis, Deputy Clerk.

Location of Court—Broadway and Ninety-sixth street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Telephone. 4006 Riverside.

**Sixth District**—The Sixth District embraces the territory bounded on the south by the centre line of Fifty-ninth street and by the centre line of Ninety-sixth street from Lexington avenue to Fifth avenue, on the west by the centre line of Lexington avenue from Fifty-ninth street to Ninety-sixth street and the centre line of Fifth avenue from Ninety-sixth street to One Hundred and Tenth street, on the north by the centre line of One Hundred and Tenth street, on the east by the easterly boundary of said borough, including, however, all of Blackwell's Island and excluding any portion of Ward's Island.

Herman Joseph, Jacob Marks, Justices.

Edward A. McQuade, Clerk; Thomas M. Campbell, Deputy Clerk; John J. Dietz, Frederick J. Stroh, Assistant Clerks.

Location of Court—Northwest corner of Third avenue and Eighty-third street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Telephone. 4343 79-St.

**Seventh District**—The Seventh District embraces the territory bounded on the south by the centre line of One Hundred and Tenth street, on the east by the centre line of Fifth avenue to the northerly terminus thereof, and north of the northerly terminus of Fifth avenue, following in a northerly direction the course of the Harlem river, on a line continuous with the easterly boundary of said borough, on the north and west by the northerly and westerly boundaries of said borough.

Phillip J. Sinnott, David L. Well, John R. Davies, Justices.

Heman B. Wilson, Clerk; Robert Andrews, Deputy Clerk.

Location of Court—No. 70 Manhattan street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Telephone. 3050 Harlem.

**Eighth District**—The Eighth District embraces the territory bounded on the south by the centre line of One Hundred and Tenth street, on the west by the centre line of Fifth avenue, on the north and east by the northerly and easterly boundaries of said borough, including Randall's Island and the whole of Ward's Island.

Joseph P. Fallon, Leopold Prince, Justices.

William J. Kennedy, Clerk; Patrick J. Ryan, Deputy Clerk.

Location of Court—Sylvan place and One Hundred and Twenty-first street, near Third avenue. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Telephone. 3050 Harlem.

**Ninth District**—The Ninth District embraces the territory bounded on the south by the centre line of Fourteenth street and by the centre line of Fifty-ninth street from the centre line of Seventh avenue to the centre line of Central Park West, on the east by the centre line of Lexington avenue and by the centre line of Irving place, including its projection through Gramercy Park, and by the centre line of Fifth avenue from the centre line of Ninety-sixth street to the centre line of One Hundred and Tenth street, on the north by the centre line of Ninety-sixth street from the centre line of Lexington avenue to the centre line of Fifth avenue and by One Hundred and Tenth street from Fifth avenue to Central Park West, on the west by the centre line of Seventh avenue and Central Park West.

Edgar J. Lauer, Frederick De Witt Wells, Frank D. Sturges, William C. Wilson, Justices.

William J. Chamberlain, Clerk; Charles Healy, Deputy Clerk.

Location of Court—Southwest corner of Madison avenue and Fifty-ninth street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Telephone. 3873 Plaza

## 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 138, No. 80 Broadway (Stewart Building), Borough of Manhattan, New York City, on Mondays, Wednesdays and Fridays of each week, at 2 o'clock p. m., until further notice.

Dated New York City, October 12, 1907.

WILLIAM E. STILLINGS,  
GEORGE C. NORTON,  
LEWIS A. ABRAMS,  
Commissioners.

LAMONT McLOUGHLIN,  
Clerk.

## DEPARTMENT OF TAXES AND ASSESSMENTS.

**PUBLIC NOTICE IN RELATION TO ASSESSMENTS FOR TAXATION OF SHARES OF STOCK OF BANKS AND BANKING ASSOCIATIONS IN THE CITY OF NEW YORK, IN AND FOR THE YEARS 1901 TO 1907, INCLUSIVE.**

**PURSUANT TO THE PROVISIONS OF** chapter 74, Laws of 1909, public notice is hereby given that the assessments for taxation of shares of stock of banks and banking associations in the City of New York, made for the years 1901 to 1907, inclusive, by the Board of Taxes and Assessments of the City of New York, will be open to public inspection, beginning March 18, 1909, and until October 31, 1909, in the office of the Board of Taxes and Assessments of the City of New York, in the Hall of Records, Borough of Manhattan, City of New York; that applications for reduction or cancellation of said assessments may be made to said Board at its said office, in writing, on or before September 1, 1909, specifying the ground therefor, by any person deeming himself aggrieved by said assessments, and that upon such application a hearing, if requested, will be granted by said Board or by a member or members thereof.

LAWSON PURDY,  
FRANK RAYMOND,  
JAMES H. TULLY,  
CHARLES PUTZEL,  
HUGH HASTINGS,  
CHARLES I. MCCORMACK,  
JOHN J. HALLERAN,  
Board of Taxes and Assessments.

m18,a10

**DEPARTMENT OF TAXES AND ASSESSMENTS, MAIN OFFICE, BOROUGH OF MANHATTAN, HALL OF RECORDS, THE CITY OF NEW YORK, JANUARY 7, 1909.**

**NOTICE IS HEREBY GIVEN, AS REQUIRED BY THE GREATER NEW YORK CHARTER,** that the books called "The Annual Record of the Assessed Valuation of Real and Personal Estate of the Boroughs of Manhattan, The Bronx, Brooklyn, Queens and Richmond," comprising The City of New York, will be open for public inspection, examination and correction on the second Monday of January, and will remain open to and including the 31st day of March, 1909.

During the time that the books are open for public inspection, application may be made by any person or corporation claiming to be aggrieved by the assessed valuation of real or personal estate to have the same corrected.

In the Borough of Manhattan, at the Main Office of the Department of Taxes and Assessments, No. 31 Chambers street, Hall of Records.

In the Borough of The Bronx, at the office of the Department, Municipal Building, One Hundred and Seventy-seventh street and Third avenue.

In the Borough of Brooklyn, at the office of the Department, Municipal Building.

In the Borough of Queens, at the office of the Department, Hackett Building, Jackson avenue and Fifth street, Long Island City.

In the Borough of Richmond, at the office of the Department, Borough Hall, New Brighton, S. I.

Applications for the reduction of real estate assessments must be in writing and should be upon blanks furnished by the Department.

Applications for the correction of the personal assessments of corporations must be filed at the main office of the Borough of Manhattan.

Application in relation to the assessed valuation of personal estate must be made by the person assessed at the office of the Department in the Borough where such person resides, and in case of a non-resident carrying on business in The City of New York at the office of the Department in the Borough where such place of business is located, between the hours of 10 a. m. and 2 p. m., except on Saturday, when all applications must be made between 10 a. m. and 12 noon.

LAWSON PURDY, President;  
FRANK RAYMOND,  
JAMES H. TULLY,  
CHARLES PUTZEL,  
HUGH HASTINGS,  
CHARLES I. MCCORMACK,  
JOHN J. HALLERAN,  
Commissioners of Taxes and Assessments.

j7,m31

## COLLEGE OF THE CITY OF NEW YORK.

THE COLLEGE OF THE CITY OF NEW YORK, NO. 17 LEXINGTON AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE** received by the Board of Trustees of The College of The City of New York, at No. 17 Lexington avenue, until 12 m. on

**THURSDAY, APRIL 1, 1909,**

**FOR THE LANDSCAPE WORK ABOUT THE BUILDINGS OF THE COLLEGE OF THE CITY OF NEW YORK, LOCATED ON ST. NICHOLAS TERRACE, ONE HUNDRED AND FORTIETH STREET, AMSTERDAM AVENUE AND ONE HUNDRED AND THIRTY-EIGHTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.**

The time allowed for doing and completing the work is forty-five (45) calendar days from the date of the execution of the contract, with an extension for maintenance until November 1, 1909.

The amount of security required will be not less than 25 per cent. of the amount of the bid or estimate.

The bidders will state in their estimate the amount for which they will agree to completely perform and finish all the work shown on the drawings and described in the specifications.

The plans may be seen and the blank forms of the contract and specifications and bid sheet may be obtained at the office of George B. Post, No. 347 Fifth avenue, The City of New York, Borough of Manhattan.

EDWARD M. SHEPARD, Chairman.  
JAMES W. HYDE, Secretary.

FREDERICK P. BELLAMY,  
HENRY W. HERBERT,  
PARKER D. HANDY,  
THEO. F. MILLER,  
LEE KOHNS,  
CHARLES STRAUSS,  
WM. HENRY CORBITT,  
EGERTON L. WINTHROP, JR.,  
Board of Trustees and Committee on Buildings.

Dated Borough of Manhattan, March 19, 1909.  
m20,a1

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

## MUNICIPAL CIVIL SERVICE COMMISSION.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, March 20, 1909.

**PUBLIC NOTICE IS HEREBY GIVEN OF** the proposed amendment of the Municipal Civil Service rules and classification as follows:

First—By striking from the non-competitive class the following:

"Positions in the Fire Department:

"Pilot."

Second—By striking from Part III. of the labor class the following:

"Tapper's Assistant."

Third—By changing paragraph 2 of clause 2 of Rule XIX. to read as follows:

"No person shall remain eligible for selection for employment from such list who, on the 1st day of January, April, July or October, in any year, has been carried thereon for one year or longer; but the Commission may, by request or in its discretion, allow a re-examination of all such persons, physically, at the termination of any period of their eligibility, and if they shall again be qualified, as the result of such examination, their names shall be retained on such list for one year from such quarterly date."

Public hearings will be had on the proposed amendments, in accordance with Rule III., at the Commission's offices, No. 299 Broadway, New York, on

**WEDNESDAY, MARCH 24, 1909,**

at 10 o'clock a. m.

F. A. SPENCER, Secretary.

m20,23

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, March 16, 1909.

**PUBLIC NOTICE IS HEREBY GIVEN THAT** applications will be received from

**TUESDAY, MARCH 16, UNTIL 4 P. M.**

**TUESDAY, MARCH 30, 1909,**

for the position of

**TYPEWRITER ACCOUNTANT, THIRD GRADE (MALE AND FEMALE),** (\$1,200 to, but not including, \$1,800 per annum.)

(NO APPLICATION RECEIVED BY THE COMMISSION, BY MAIL OR OTHERWISE, AFTER 4 P. M. ON MARCH 30 WILL BE ACCEPTED.)

The examination will be held on Monday, April 26, 1909, at 10 a. m.

The subjects and weights of the examination are as follows:

Accuracy and neatness..... 6

Speed on machine..... 3

Arithmetic..... 1

Candidates need bring no typewriter, but must be familiar with the Elliott-Fisher billing machine and able to operate one of those furnished at the examination.

The accuracy test will consist of an exercise in digesting and tabulating certain statistical matter. The speed rating will be graded according to the length of time required for this work by the candidate.

The percentage required is 70.

Vacancies, two; salary, \$1,200 per annum.

Minimum age, 21 years.

Application blanks can be had at No. 299 Broadway, Room 1119.

F. A. SPENCER, Secretary.

m16,30

MUNICIPAL CIVIL SERVICE COMMISSION, No. 54 LAFAYETTE STREET, NEW YORK CITY, March 3, 1909.

**PUBLIC NOTICE IS HEREBY GIVEN THAT** applications will be received at the Labor Bureau of the Municipal Civil Service Commission, ground floor, New Criminal Courts Building, corner of White and Centre streets, for the position of **BLASTER**, beginning at 9 a. m.,

**MONDAY, MARCH 22, 1909.**

Applicants for this position must be licensed blasters and produce license upon registering.

FRANK L. POLK, President;  
R. ROSS APPLETON,  
ARTHUR J. O'KEEFE,  
Civil Service Commissioners.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, February 24, 1909.

**PUBLIC NOTICE IS HEREBY GIVEN THAT** applications will be received from

**WEDNESDAY, FEBRUARY 24, UNTIL 4 P. M. WEDNESDAY, MARCH 24, 1909,**

for the position of

**FIREMAN, FIRE DEPARTMENT.**

(NO APPLICATION RECEIVED BY THE COMMISSION, BY MAIL OR OTHERWISE, AFTER 4 P. M. ON MARCH 24 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

A candidate to be eligible for appointment must obtain an average of not less than 70 per cent. on the mental test and 70 per cent. on the physical development and strength. Candidates who obtain an average of over 80 per cent. on physical development and strength and a final average of 75 per cent shall also be eligible for appointment.

Applications will not be received from persons who are less than twenty-one (21) years of age on March 24, 1909, or who are more than thirty (30) years of age.

Naturalized citizens must attach their naturalization papers to applications.

The bidders will state in their estimate the amount for which they will agree to completely perform and finish all the work shown on the drawings and described in the specifications.

The plans may be seen and the blank forms of the contract and specifications and bid sheet may be obtained at the office of George B. Post, No. 347 Fifth avenue, The City of New York, Borough of Manhattan.

EDWARD M. SHEPARD, Chairman.  
JAMES W. HYDE, Secretary.

FREDERICK P. BELLAMY,  
HENRY W. HERBERT,  
PARKER D. HANDY,  
THEO. F. MILLER,  
LEE KOHNS,  
CHARLES STRAUSS,  
WM. HENRY CORBITT,  
EGERTON L. WINTHROP, JR.,  
Board of Trustees and Committee on Buildings.

Dated Borough of Manhattan, March 19, 1909.  
m20,a1

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

## MUNICIPAL CIVIL SERVICE COMMISSION.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, March 20, 1909.

**PUBLIC NOTICE IS HEREBY GIVEN OF** the proposed amendment of the Municipal Civil Service rules and classification as follows:

First—By striking from the non-competitive class the following:

"Positions in the Fire Department:

"Pilot."

Second—By striking from Part III. of the labor class the following:

"Tapper's Assistant."

Third—By changing paragraph 2 of clause 2 of Rule XIX. to read as follows:

"No person shall remain eligible for selection for employment from such list who, on the 1st day of January, April, July or October, in any year, has been carried thereon for one year or longer; but the Commission may, by request or in its discretion, allow a re-examination of all such persons, physically, at the termination of any period of their eligibility, and if they shall again be qualified, as the result of such examination, their names shall be retained on such list for one year from such quarterly date."

Public hearings will be had on the proposed amendments, in accordance with Rule III., at the Commission's offices, No. 299 Broadway, New York, on

**WEDNESDAY, MARCH 24, 1909,**

at 10 o'clock a. m.

F. A. SPENCER, Secretary.

m20,23

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, March 16, 1909.

**PUBLIC NOTICE IS HEREBY GIVEN THAT** applications will be received from

**TUESDAY, MARCH 16, UNTIL 4 P. M.**

**TUESDAY, MARCH 30, 1909,**

for the position of

**TYPEWRITER ACCOUNTANT, THIRD GRADE (MALE AND FEMALE),** (\$1,200 to, but not including, \$1,800 per annum.)

(NO APPLICATION RECEIVED BY THE COMMISSION, BY MAIL OR OTHERWISE, AFTER 4 P. M. ON MARCH 30 WILL BE ACCEPTED.)

The examination will be held on Monday, April 26, 1909, at 10 a. m.

The subjects and weights of the examination are as follows:

Accuracy and neatness..... 6

Speed on machine..... 3

Arithmetic..... 1

Candidates need bring no typewriter, but must be familiar with the Elliott-Fisher billing machine and able to operate one of those furnished at the examination.

The accuracy test will consist of an exercise in digesting and tabulating certain statistical matter. The speed rating will be graded according to the length of time required for this work by the candidate.

The percentage required is 70.

Vacancies, two; salary, \$1,200 per annum.

Minimum age, 21 years.

Application blanks can be had at No. 299 Broadway, Room 1119.

F. A. SPENCER, Secretary.

m16,30

MUNICIPAL CIVIL SERVICE COMMISSION, No. 54 LAFAYETTE STREET, NEW YORK CITY, March 3, 1909.

**PUBLIC NOTICE IS HEREBY GIVEN THAT** applications will be received at the Labor Bureau of the Municipal Civil Service Commission, ground floor, New Criminal Courts Building, corner of White and Centre streets, for the position of **BLASTER**, beginning at 9 a. m.,



The time allowed for the completion of the work and the full performance of the contract is twenty (20) working days.

The amount of security required will be Four Hundred Dollars (\$400).

No. 5. FOR REGULATING AND PAVING WITH ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF EAST TWENTY-NINTH STREET, FROM FOSTER AVENUE TO AVENUE F, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

2,660 square yards asphalt pavement (five years' maintenance).

370 cubic yards concrete.

The time allowed for the completion of the work and the full performance of the contract is twenty-five (25) working days.

The amount of security required will be Two Thousand Dollars (\$2,000).

No. 6. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON EAST THIRTY-FOURTH STREET, FROM GLENWOOD ROAD TO AVENUE H, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

1,650 linear feet new curbstone, set in concrete.

40 linear feet of old curbstone, reset in concrete.

1,290 cubic yards earth excavation.

90 cubic yards concrete. (Not to be bid for.)

8,080 square feet cement sidewalk.

The time allowed for the completion of the work and the full performance of the contract is forty (40) working days.

The amount of security required is Twelve Hundred and Fifty Dollars (\$1,250).

No. 7. FOR REGULATING AND REPAVING WITH ASPHALT ON CONCRETE FOUNDATION THE ROADWAY OF EVANS STREET, FROM HUDSON AVENUE TO NAVY YARD, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

790 square yards asphalt pavement. (Five years' maintenance.)

10 square yards old stone pavement, relaid in approaches, etc.

110 cubic yards concrete.

550 linear feet new curbstone, set in concrete.

10 linear feet old curbstone, reset in concrete.

5 noiseless manhole covers and heads.

The time allowed for the completion of the work and the full performance of the contract is twenty (20) working days.

The amount of security required is Eight Hundred Dollars (\$800).

No. 8. FOR REGULATING AND PAVING WITH ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF FORTY-THIRD STREET, FROM SEVENTH AVENUE TO EIGHTH AVENUE, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

2,680 square yards asphalt pavement. (Five years' maintenance.)

375 cubic yards concrete.

The time allowed for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is Two Thousand Dollars (\$2,000).

No. 9. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON SEVENTY-SIXTH STREET, FROM SECOND AVENUE TO THIRD AVENUE, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

930 cubic yards earth excavation.

1,510 linear feet cement curb.

4,310 square feet cement sidewalks.

The time allowed for the completion of the work and the full performance of the contract is thirty-five (35) working days.

The amount of security required is Six Hundred Dollars (\$600).

No. 10. FOR REGULATING AND REPAVING WITH ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF TREMONT STREET, FROM VAN BRUNT STREET TO RICHARDS STREET, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

1,710 square yards asphalt pavement. (Five years' maintenance.)

10 square yards old stone pavement, to be relaid in approaches, etc.

240 cubic yards concrete.

610 linear feet new curbstone, set in concrete.

410 linear feet old curbstone, reset in concrete.

3 noiseless manhole covers and heads.

The time allowed for the completion of the work and the full performance of the contract is twenty-five (25) working days.

The amount of security required is Fifteen Hundred Dollars (\$1,500).

No. 11. FOR REGULATING AND PAVING WITH ASPHALT ON A CONCRETE FOUNDATION THE ROADWAY OF WINTHROP STREET, FROM ROGERS AVENUE TO NOSTRAND AVENUE, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

2,510 square yards asphalt pavement (five years' maintenance).

350 cubic yards concrete.

The time allowed for the completion of the work and the full performance of the contract is twenty (20) working days.

The amount of security required is Fifteen Hundred and Fifty Dollars (\$1,550).

No. 12. FOR GRADING PORTIONS OF LOTS ON THE NORTH SIDE OF FORTIETH STREET, BETWEEN SIXTH AND SEVENTH AVENUES, KNOWN AS NOS. 58, 59, 60, 61 AND 63, BLOCK 914; ON THE SOUTH SIDE OF FORTIETH STREET, BETWEEN SIXTH AND SEVENTH AVENUES, AND ON THE EAST SIDE OF SIXTH AVENUE, BETWEEN FORTIETH AND FORTY-FIRST STREETS, KNOWN AS LOTS NOS. 6, 7 AND 12, BLOCK 918, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantity is as follows:

4,005 cubic yards earth excavation.

The time allowed for the completion of the work and the full performance of the contract is fifty (50) working days.

The amount of security required is Seven Hundred Dollars (\$700).

No. 13. FOR GRADING A LOT ON THE NORTH SIDE OF FORTY-FIRST STREET, BETWEEN SEVENTH AND EIGHTH AVENUES, KNOWN AS LOT NO. 55, BLOCK 919, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantity is as follows:

114 cubic yards earth filling, furnished.

The time allowed for the completion of the work and the full performance of the contract is ten (10) working days.

The amount of security required is Fifty Dollars (\$50).

No. 14. FOR GRADING A LOT ON THE SOUTH SIDE OF SECOND STREET, BETWEEN FIFTH AND SIXTH AVENUES, KNOWN AS LOT NO. 16, BLOCK 975, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantity is as follows:

543 cubic yards earth filling, furnished.

The time allowed for the completion of the work and the full performance of the contract is twenty (20) working days.

The amount of security required is One Hundred and Fifty Dollars (\$150).

No. 15. FOR GRADING A LOT ON THE SOUTHEAST CORNER OF SEVENTH AVENUE AND FORTY-FIFTH STREET, KNOWN AS LOT NO. 9, BLOCK 750, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantity is as follows:

190 cubic yards earth excavation.

The amount of security required is Fifty Dollars (\$50).

No. 16. FOR GRADING LOTS ON THE NORTHEAST CORNER OF SEVENTH AVENUE AND FORTY-SIXTH STREET AND ON THE NORTH SIDE OF FORTY-SIXTH STREET, ABOUT 100 FEET FROM SEVENTH AVENUE, KNOWN AS LOTS NOS. 1 AND 71, BLOCK 750, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantity is as follows:

1,783 cubic yards earth excavation.

The time allowed for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is Three Hundred Dollars (\$300).

No. 17. FOR GRADING LOTS ON THE NORTH SIDE OF FORTY-SIXTH STREET, BETWEEN SEVENTH AND EIGHTH AVENUES, KNOWN AS LOTS NOS. 54, 58, 60 AND 64, BLOCK 750, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

4,369 cubic yards earth excavation.

36 cubic yards earth filling (not to be bid for).

The time allowed for the completion of the work and the full performance of the contract is fifty (50) working days.

The amount of security required is Six Hundred Dollars (\$600).

No. 18. FOR FURNISHING AND DELIVERING SIX HUNDRED (600) TONS OF TWO THOUSAND (2,000) POUNDS EACH OF REFINED ASPHALT, TO BE DELIVERED AT THE MUNICIPAL ASPHALT PLANT, SEVENTH STREET BASIN, NORTH SIDE, GOWANUS CANAL.

The time allowed for the delivery of the articles, materials and supplies and the performance of the contract is on or before December 31, 1909.

The amount of security will be Seven Thousand Dollars (\$7,000).

No. 19. FOR REGULATING AND PAVING WITH ASPHALT BLOCK ON A CONCRETE FOUNDATION THE ROADWAY OF BAY RIDGE AVENUE, FROM THIRD AVENUE TO FIFTH AVENUE, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

2,670 square yards asphalt block pavement, outside railroad area (five years' maintenance).

660 square yards asphalt block pavement, within railroad area (no maintenance).

410 cubic yards concrete, outside railroad area.

110 cubic yards concrete, within railroad area.

The time allowed for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is Twenty-eight Hundred Dollars (\$2,800).

No. 20. FOR REGULATING AND PAVING WITH ASPHALT BLOCK ON A CONCRETE FOUNDATION THE ROADWAY OF FORTY-FIFTH STREET, FROM SIXTH AVENUE TO SEVENTH AVENUE, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

2,400 square yards asphalt block pavement (five years' maintenance).

370 cubic yards concrete.

The time allowed for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is Two Thousand Dollars (\$2,000).

No. 21. FOR REGULATING AND PAVING WITH ASPHALT BLOCK ON A CONCRETE FOUNDATION THE ROADWAY OF FIFTY-FIRST STREET, FROM SECOND AVENUE TO A POINT FOUR HUNDRED AND TWENTY-FIVE (425) FEET WEST OF FIRST AVENUE, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

3,870 square yards asphalt block pavement (five years' maintenance).

590 cubic yards concrete.

The time allowed for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is Thirty-two Hundred Dollars (\$3,200).

No. 22. FOR REGULATING AND PAVING WITH ASPHALT BLOCK ON A CONCRETE FOUNDATION THE ROADWAY OF EIGHTY-FOURTH STREET, FROM ELEVENTH AVENUE TO THIRTEENTH AVENUE, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

4,050 square yards asphalt block pavement (five years' maintenance).

620 cubic yards concrete.

The time allowed for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is Thirty-four Hundred Dollars (\$3,400).

No. 23. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON AVENUE S, FROM EAST EIGHTEENTH STREET TO OCEAN AVENUE, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

Engineer's estimate of the quantities is as follows:

1,120 linear feet new curbstone, set in concrete.

40 linear feet old curbstone, reset in concrete.

1,300 cubic yards earth excavation.

65 cubic yards concrete (not to be bid for).

5,180 square feet cement sidewalk.

The time allowed for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is Six Hundred Dollars (\$600).

No. 24. FOR FURNISHING AND DELIVERING FIFTEEN HUNDRED (1,500) CUBIC YARDS OF BINDER STONE.

To be delivered at the Municipal Asphalt Plant.

The time allowed for the delivery of the articles, materials and supplies and the performance of the contract is on or before December 31, 1909.

The amount of security required is One Thousand Dollars (\$1,000).

No. 25. FOR FURNISHING AND DELIVERING SEVEN HUNDRED (700) NET TONS OF LIMESTONE OR OTHER SUITABLE INORGANIC DUST.

To be delivered at the Municipal Asphalt Plant.

The time allowed for the delivery of the articles, materials and supplies and the performance of the contract is on or before December 31, 1909.

The amount of security required is One Thousand Dollars (\$1,000).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per ton, 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.

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 Bureau of Highways, No. 14 Municipal Building, the Borough of Brooklyn.

BIRD S. COLER, President.

Dated March 16, 1909.

m18.31

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, MARCH 31, 1909.

Borough of Brooklyn.

No. 1. FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWERS IN SIXTY-EIGHTH STREET, FROM FIRST AVENUE TO SECOND AVENUE, ETC.

The Engineer's preliminary estimate of the quantities is as follows:

45 linear feet 15-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$1.80

1,500 linear feet 12-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$1.55

1,855 linear feet 6-inch house connection drain, laid complete, including all incidentals and appurtenances, per linear foot, 75 cents

15 manholes, complete, with iron heads and covers, including all incidentals and appurtenances, per manhole, \$50.00

1 sewer basin, complete, of either standard design, with iron pans or gratings, iron basin hood and connecting culvert, including all incidentals and appurtenances, per basin, \$135.00

7,500 feet (B. M.) sheeting and bracing, driven in place, complete, including all incidentals and appurtenances, per thousand feet, board measure, \$21.00

The time allowed for the completion of the work and full performance of the contract will be sixty (60) working days.

The amount of security required will be Two Thousand Four Hundred and Twenty Dollars (\$2,420).

No. 2. FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN AVENUE I, FROM EAST THIRTY-FOURTH STREET TO BROOKLYN AVENUE.

The Engineer's preliminary estimate of the quantities is as follows:

450 linear feet 12-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$1.65

833 linear feet 6-inch house connection drain, laid complete, including all incidentals and appurtenances, per linear foot, 75 cents

6 manholes, complete, with iron heads and covers, including all incidentals and appurtenances, per manhole, \$50.00

The time allowed for the completion of the work and full performance of the contract will be thirty (30) working days.

The amount of security required will be Eight Hundred Dollars (\$800).

No. 3. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN BEAVER STREET, FROM BELVIDERE STREET TO LOCUST STREET.

The Engineer's preliminary estimate of the quantities is as follows:

295 linear feet 12-inch pipe sewer, laid complete, including all incidentals and appurtenances; per linear foot, \$2.40

3 manholes, complete, with iron heads and covers, including all incidentals and appurtenances; per manhole, \$50.00

12,500 feet (B. M.) sheeting and bracing, driven in place, complete, including all incidentals and appurtenances; per thousand feet (B. M.), \$21.00

The time allowed for the completion of the work and full performance of the contract will be thirty (30) working days.

The amount of security required will be Six Hundred Dollars (\$600).

No. 4. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR

The amount of security required is Ten Hundred and Fifty Dollars (\$1,050).

No. 24. FOR FURNISHING AND DELIVERING FIFTEEN HUNDRED (1,500) CUBIC YARDS OF BINDER STONE.

To be delivered at the Municipal Asphalt Plant.

The time allowed for the delivery of the articles, materials and supplies and the performance of the contract is on or before December 31, 1909.

The amount of security required is One Thousand Dollars (\$1,000).

No. 25. FOR FURNISHING AND DELIVERING SEVEN HUNDRED (700) NET TONS OF LIMESTONE OR OTHER SUITABLE INORGANIC DUST.

To be delivered at the Municipal Asphalt Plant.

The time allowed for the delivery of the articles, materials and supplies and the performance of the contract is on or before December 31, 1909.

The amount of security required is One Thousand Dollars (\$1,000).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per ton, 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.

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 Bureau of Highways, No. 14 Municipal Building, the Borough of Brooklyn.

BIRD S. COLER, President.

Dated March 16, 1909.

m18.31

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, MARCH 31, 1909.

Borough of Brooklyn.

No. 1. FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWERS IN SIXTY-EIGHTH STREET, FROM FIRST AVENUE TO SECOND AVENUE, ETC.

The Engineer's preliminary estimate of the quantities is as follows:

45 linear feet 15-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$1.80

1,500 linear feet 12-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$1.55

1,855 linear feet 6-inch house connection drain, laid complete, including all incidentals and appurtenances, per linear foot, 75 cents

15 manholes, complete, with iron heads and covers, including all incidentals and appurtenances, per manhole, \$50.00

1 sewer basin, complete, of either standard design, with iron pans or gratings, iron basin hood and connecting culvert, including all incidentals and appurtenances, per basin, \$135.00

7,500 feet (B. M.) sheeting and bracing, driven in place, complete, including all incidentals and appurtenances, per thousand feet, board measure, \$21.00

The time allowed for the completion of the work and full performance of the contract will be sixty (60) working days.

The amount of security required will be Two Thousand Four Hundred and Twenty Dollars (\$2,420).

No. 2. FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN AVENUE I, FROM EAST THIRTY-FOURTH STREET TO BROOKLYN AVENUE.

The Engineer's preliminary estimate of the quantities is as follows:

450 linear feet 12-inch pipe sewer, laid complete, including all incidentals and appurtenances, per linear foot, \$1.65

833 linear feet 6-inch house connection drain, laid complete, including all incidentals and appurtenances, per linear foot, 75 cents

6 manholes, complete, with iron heads and covers, including all incidentals and appurtenances, per manhole, \$50.00

The time allowed for the completion of the



made and footed up, as the bids will be read from the total for each item (class) and awards made to the lowest bidder on each item (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 Bureau of Public Buildings and Offices, No. 29 Municipal Building, the Borough of Brooklyn.

BIRD S. COLER, President.

Dated March 16, 1909.

**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, MARCH 24, 1909.**  
FOR FURNISHING AND DELIVERING SIX HUNDRED AND FIFTY (650) GROSS TONS OF ANTHRACITE COAL.

To be delivered in the following quantities at the following corporation yards:

100 gross tons egg coal, at the Wallabout Yard, Wallabout basin, foot of Hewes street.

100 gross tons egg coal, at the Sixty-seventh Street Yard, Sixty-seventh street, near Eighteenth avenue.

50 gross tons egg coal, at the Municipal Asphalt Plant, north side of Seventh street basin, Gowanus Canal.

400 gross tons pea coal, at the Municipal Asphalt Plant.

The time for the delivery of the articles, materials and supplies and the performance of the contract is on or before December 31, 1909.

The amount of security required will be Fifteen Hundred Dollars (\$1,500).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per ton 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.

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 seen at the office of the Bureau of Highways, No. 14 Municipal Building, the Borough of Brooklyn.

BIRD S. COLER, President.

Dated March 9, 1909.

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

#### DEPARTMENT OF CORRECTION.

OFFICE OF THE DEPARTMENT OF CORRECTION, No. 148 EAST TWENTIETH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE** received by the Commissioner of Correction at the above office until 11 o'clock a. m., on

**THURSDAY, MARCH 25, 1909.**  
FOR FURNISHING AND DELIVERING SIX HORSES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before thirty (30) days.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bids will be compared and the contract awarded at a lump or aggregate sum.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Correction, the Borough of Manhattan, No. 148 East Twentieth street.

JOHN J. BARRY, Commissioner.

Dated March 13, 1909.

**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, NEW YORK, MARCH 19, 1909.

**SAMUEL VORZIMER, AUCTIONEER, ON** behalf of the Fire Department, City of New York, Boroughs of Manhattan and The Bronx, will offer for sale at public auction, to the highest bidder for cash, at the Hospital and Training Stables, Nos. 133 and 135 West Ninety-ninth street, Borough of Manhattan, on

**FRIDAY, MARCH 26, 1909,**  
at 12 o'clock noon, the following eight horses, no longer fit for service of the Department, and known as Nos. 673, 834, 882, 940, 1367, 1539, 1563 and 1803.

NICHOLAS J. HAYES, Fire Commissioner.

m19,26

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, MARCH 30, 1909.**  
**Borough of Queens.**

No. 1. FOR FURNISHING AND DELIVERING 350 NET TONS OF ANTHRACITE COAL FOR COMPANIES IN ARVERNE, ROCKAWAY BEACH AND FAR ROCKAWAY, BOROUGH OF QUEENS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before September 30, 1909.

The amount of security required is Eleven Hundred Dollars (\$1,100).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total. The bids will be compared and the contract awarded at a lump or aggregate sum.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department,

Nos. 157 and 159 East Sixty-seventh street, Manhattan.

NICHOLAS J. HAYES, Commissioner.

Dated March 18, 1909.

m19,30

**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, MARCH 30, 1909.**  
**Borough of Manhattan.**

No. 1. FOR FURNISHING AND DELIVERING ONE HUNDRED AND EIGHTY (180) CORDS OF PINE KINDLING WOOD.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before February 1, 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 FIFTY (50) CORDS OF PINE KINDLING WOOD.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before February 1, 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. 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, Fire Commissioner.

Dated March 18, 1909.

m19,30

**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, MARCH 30, 1909.**  
**Borough of Manhattan.**

No. 1. FOR FURNISHING AND DELIVERING NEW RUBBER TIRES FOR APPARATUS, ETC.

The time for the delivery of the articles, materials and supplies and the performance of the contract is ninety (90) days.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

**Borough of The Bronx.**  
No. 2. FOR FURNISHING AND DELIVERING NEW RUBBER TIRES FOR APPARATUS, ETC.

The time for the delivery of the articles, materials and supplies and the performance of the contract is ninety (90) days.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total. The bids will be compared and the contract awarded at a lump or aggregate sum 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 March 18, 1909.

m19,30

**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

**MONDAY, MARCH 29, 1909.**  
**Borough of Manhattan.**

No. 1. FOR FURNISHING AND DELIVERING EIGHTY (80) HORSES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before February 10, 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 SIXTEEN (16) HORSES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before February 10, 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 FIVE (5) HORSES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before February 10, 1910.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

**Borough of Brooklyn.**  
No. 4. FOR FURNISHING AND DELIVERING FIFTY (50) HORSES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before February 10, 1910.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

**Borough of Queens.**  
No. 5. FOR FURNISHING AND DELIVERING THIRTY (30) HORSES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before February 10, 1910.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

#### Borough of Queens.

(Volunteer System.)

No. 6. FOR FURNISHING AND DELIVERING TEN (10) HORSES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before February 10, 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. 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.

Dated March 15, 1909.

m16,29

**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, February 2, 1909.

#### RETAIL FIREWORKS PERMITS.

**NOTICE IS HEREBY GIVEN THAT NO** permits will be issued by the Fire Commissioner for the sale of fireworks at retail during the period intervening the 10th day of June and the 10th day of July, 1909.

NICHOLAS J. HAYES, Fire Commissioner.

#### DEPARTMENT OF PARKS.

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE** received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

**THURSDAY, APRIL 1, 1909.**  
**Borough of Manhattan.**

FOR FURNISHING AND ERECTING NEW STATIONARY BENCHES AROUND THE MUSIC STAND ON THE MALL IN CENTRAL PARK, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be fifty (50) consecutive working days.

The amount of security required is Two Thousand Dollars (\$2,000).

The bids will be compared and the contract awarded at a lump or aggregate sum.

Plans may be seen and blank forms may be obtained at the office of the Department of Parks, Borough of Manhattan, Arsenal, Central Park.

HENRY SMITH, President;  
JOSEPH I. BERRY,  
MICHAEL J. KENNEDY,  
Commissioners of Parks.

Dated March 19, 1909.

m19,al

**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, APRIL 1, 1909.**  
**Borough of Manhattan.**

FOR FURNISHING AND DELIVERING FIVE HUNDRED THOUSAND (500,000) SQUARE FEET OF CLEAN GRASS SOD FOR PARKS AND PARKWAYS IN THE BOROUGH OF MANHATTAN.

The time allowed for the delivery will be as required during the year 1909.

The amount of 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 March 19, 1909.

m19,al

**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, APRIL 1, 1909.**  
**Borough of Manhattan.**

FOR FURNISHING AND DELIVERING FIVE HUNDRED AND FORTY (540) CUBIC YARDS OF CLEAN WHITE BEACH SAND FOR PLAYGROUNDS IN THE BOROUGH OF MANHATTAN.

The time allowed for the delivery will be as required before November 30, 1909.

The amount of security required is Seven Hundred Dollars (\$700).

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 March 19, 1909.

m19,al

**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, MARCH 25, 1909.**  
**Borough of The Bronx.**

FOR FURNISHING AND DELIVERING HARDWARE (NO. 1, 1909) FOR PARKS, BOROUGH OF THE BRONX.

The time for the delivery and the full performance of the contract is sixty (60) days.

The amount of security required is One Thousand Dollars (\$1,000).

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Zbrowski Mansion, Claremont Park, The Bronx.

HENRY SMITH, President;  
JOSEPH I. BERRY,  
MICHAEL J. KENNEDY,  
Commissioners of Parks.

m11,25

**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, MARCH 25, 1909.**  
**Boroughs of Brooklyn and Queens.**

FOR FURNISHING AND DELIVERING GRASS SOD IN PARKS AND ON PARKWAYS IN THE BOROUGH OF BROOKLYN AND QUEENS.

The time for the completion of the contract is on or before November 1, 1909.

The amount of security required is Three Thousand Dollars (\$3,000).

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.

HENRY SMITH, President;  
JOSEPH I. BERRY,  
MICHAEL J. KENNEDY,  
Commissioners of Parks.

m6,25

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

#### DEPARTMENT OF PUBLIC CHARITIES.

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST 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

**MONDAY, MARCH 29, 1909.**

FOR FURNISHING AND DELIVERING FOOD BOXES, FOOD WAGONS, UTENSILS, COPPER WIRE SCREENS, ETC., FOR KITCHEN SERVICE BUILDING, CITY HOSPITAL, BLACKWELLS ISLAND.

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 unit by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total and awards made to the lowest bidder on each class, line or item, as stated in the specifications.

Blank forms and further information may be obtained at the office of the Department, foot of East Twenty-sixth street, Borough of Manhattan.

ROBERT W. HEBBERD, Commissioner.

The City of New York, March 16, 1909.

m17,29



knives, razors, tools, rags, rope, junk, auto lamps, dress suit cases, etc., will be held at No. 300 Mulberry street, Borough of Manhattan, on

**TUESDAY, MARCH 23, 1909,**

at 10 a. m.

**THEODORE A. BINGHAM, Commissioner.**  
m6,23

**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.

**THEODORE A. BINGHAM,**  
Police Commissioner.

**POLICE DEPARTMENT—CITY OF NEW YORK, BOROUGH OF BROOKLYN.**

**OWNERS WANTED BY THE PROPERTY**  
Clerk of the Police Department of The City of New York—Office, No. 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.

**THEODORE A. BINGHAM,**

**BOROUGH OF MANHATTAN.**

OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN, CITY HALL, THE CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE**  
received by the President of the Borough of Manhattan at the City Hall, Room 16, until 2 p. m.

**WEDNESDAY, MARCH 24, 1909.**

**FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR REPAIRS, REBUILDING AND RECONSTRUCTION OF BRICK, PIPE AND BOX SEWERS, IN THE BOROUGH OF MANHATTAN, DURING THE YEAR 1909.**

The Engineer's estimate of the quantity and quality of the material and the nature and extent, as near as possible, of the work required is as follows:

4,500 cubic yards of excavation from trenches, as per specifications.

100 cubic yards of rock excavated and removed.

400 cubic yards of brickwork in place.

350 linear feet of salt-glazed vitrified stone-ware pipe sewer of 18-inch and under interior diameter, all complete, as per specifications for pipe sewers.

25,000 feet (B. M.) of timber and planking for box or flume sewers.

5,000 feet (B. M.) of timber and planking for foundations.

The time allowed for constructing and completing repairs, rebuilding and reconstruction of sewers and appurtenances will be one (1) working day for each linear foot of sewer repaired, rebuilt or reconstructed under each order.

The amount of security required will be Ten Thousand Dollars (\$10,000).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per foot, yard or other unit of measure, or article, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total.

Blank forms may be had and the plans and drawings may be seen at the office of the Commissioner of Public Works, Nos. 13 to 21 Park row, Bureau of Sewers, Borough of Manhattan.

**JOHN F. AHEARN, President.**  
The City of New York, March 13, 1909.  
m12,24

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN, CITY HALL, THE CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE**  
received by the President of the Borough of Manhattan, at the City Hall, Room 16, until 2 o'clock p. m. on

**TUESDAY, MARCH 23, 1909,**

**FOR FURNISHING AND DELIVERING FOR THE USE OF THE VARIOUS PUBLIC BUILDINGS, COURTS, ETC., IN THE BOROUGH OF MANHATTAN SEVENTEEN THOUSAND EIGHT HUNDRED AND SIXTY (17,860) GROSS TONS (2,240 POUNDS TO A TON) OF BEST WHITE ASH ANTHRACITE COAL.**

Time for the completion of the work and the full performance of the contract is by the 31st day of December, 1909.

The amount of security required is Twenty Thousand Dollars (\$20,000).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per ton. The extensions must be made and footed up, as the bids will be read from the total and award made to the lowest bidder. The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and specifications can be obtained at the office of the Commissioner of Public Works, Bureau of Public Buildings and Offices, No. 21 Park row, Borough of Manhattan.

**JOHN F. AHEARN, President.**  
The City of New York, March 12, 1909.  
m12,23

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

**DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.**

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE**  
received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

**WEDNESDAY, MARCH 31, 1909.**

**Boroughs of Manhattan and The Bronx.**  
**FOR FURNISHING MATERIALS, REPAIRING AND RESTORING ARTIFICIAL STONE SIDEWALKS AND CURBING AND RESETTING NATURAL STONE CURBING, FOR THE COMPLETION OF THE CONTRACT ABANDONED BY THOMAS M. HART.**

The time allowed for doing and completing the work will be until August 24, 1909.

The amount of security will be Five Hundred Dollars.

The bidder will state the price, per unit, of each item of work or supplies contained in the specifications or schedule, by which the bids will be tested.

The bids will be compared and the contract awarded for all the work, articles, materials and supplies contained in the specifications or schedule attached thereto.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Department, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, and any further information may be obtained upon application therefor at the office of the Chief Engineer, Room 922, Nos. 13 to 21 Park row, Borough of Manhattan.

**JOHN H. O'BRIEN, Commissioner.**  
City of New York, March 17, 1909.  
m18,31

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE**  
received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

**THURSDAY, MARCH 25, 1909,**

**Borough of Richmond.**

**FOR FURNISHING, DELIVERING AND STORING ANTHRACITE COAL IN THE FOLLOWING AMOUNT: 4,650 GROSS TONS OF ANTHRACITE COAL.**

The time for the delivery of the articles, materials and supplies and the performance of the contract is two hundred and ninety calendar days, but 60 per cent. of the coal may be delivered by April 1, 1909.

The amount of security will be Eight Thousand Dollars (\$8,000).

The bidder will state the price, per unit, of each item of work or supplies contained in the specifications or schedule, by which the bids will be tested.

The bids will be compared and each contract awarded for all the work, articles, materials and supplies contained in the specifications or schedule attached thereto.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Commissioner, 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, and any further information may be obtained upon application therefor at the office of the Chief Engineer, Borough Hall, St. George, Borough of Richmond, The City of New York.

**JOHN H. O'BRIEN, Commissioner.**  
Dated March 13, 1909.  
m15,25

**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.

**BOARD OF ASSESSORS.**

**PUBLIC NOTICE IS HEREBY GIVEN TO**  
the owner or owners of all houses and lots, improved or unimproved lands affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

**Borough of Brooklyn.**

List 9934, No. 1. Regulating, grading, curbing and laying cement sidewalks on Park place, between Rochester and Buffalo avenues.

List 138, No. 2. Regulating, grading, curbing and laying cement sidewalks on Fifty-first street, between Eighth and Fort Hamilton avenues.

List 292, No. 3. Regulating and grading Main street (Eighty-fourth street), between Eighteenth and Fifteenth avenues; curbing, laying crosswalks, paving gutters and laying sidewalks on the south side where not already done.

List 341, No. 4. Regulating, grading, curbing and laying cement sidewalks on Thirty-ninth street, between Fort Hamilton and Thirteenth avenues.

List 423, No. 5. Regulating, grading, curbing, laying cement sidewalks and paving with asphalt on Lynch street, between Bedford avenue and Wallabout street.

List 425, No. 6. Regulating, grading, curbing and laying cement sidewalks on Seventy-first street, between Sixth and Seventh avenues.

List 426, No. 7. Regulating, grading, curbing, resetting brick gutters and laying cement sidewalks on Starr street, from St. Nicholas avenue to the City line.

List 428, No. 8. Regulating, grading, curbing, laying cement sidewalks and paving on Wolcott street, from Dwight street to Otsego street, to connect with Lorraine street.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of Park place, from Rochester avenue to Buffalo avenue, and to the extent of half the block at the intersecting streets.

No. 2. Both sides of Fifty-first street, from Eighth avenue to Fort Hamilton avenue, and to the extent of half the block at the intersecting streets.

No. 3. Both sides of Main street, from Eighteenth avenue to Fifteenth avenue, and to the extent of half the block at the intersecting streets.

No. 4. Both sides of Thirty-ninth street, from Fort Hamilton avenue to Thirteenth avenue, and to the extent of half the block at the intersecting streets.

No. 5. Both sides of Lynch street, from Bedford avenue to Wallabout street, and to the extent of half the block at the intersecting streets.

No. 6. Both sides of Seventy-first street, from Sixth avenue to Seventh avenue, and to the extent of half the block at the intersecting streets.

No. 7. Both sides of Starr street, from St. Nicholas avenue to the City line, and to the extent of half the block at the intersecting streets.

No. 8. Both sides of Wolcott street, from Otsego street to Dwight street, and to the extent of half the block at the intersecting streets.

All persons whose interests are affected by the above-named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, New York, on or before April 20, 1909, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

requested to present their objections, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, New York, on or before April 20, 1909, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

**ANTONIO ZUCCA,**  
**PAUL WEIMANN,**  
**JAMES H. KENNEDY,**  
Board of Assessors.

**WILLIAM H. JASPER, Secretary,**  
No. 320 Broadway,  
City of New York, Borough of Manhattan,  
March 19, 1909.  
m19,30

**PUBLIC NOTICE IS HEREBY GIVEN TO**  
the owner or owners of all houses and lots, improved or unimproved lands, affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

**Borough of Brooklyn.**

List 9777, No. 1. Grading, paving, curbing and laying cement sidewalks on Elton street, between Atlantic and Blake avenues.

List 257, No. 2. Regulating, grading, curbing and laying cement sidewalks on East Nineteenth street, between Newkirk and Foster avenues.

List 337, No. 3. Regulating, grading and curbing East Thirty-second street, between Tilden avenue and Clarendon road.

List 340, No. 4. Regulating, grading, paving, curbing and laying cement sidewalks on Mansfield place, from a point 100 feet, more or less, south of Farragut road to Avenue G.

List 387, No. 5. Regulating, grading, curbing and laying cement sidewalks on Starr street, from Wyckoff avenue to St. Nicholas avenue.

List 410, No. 6. Laying cement sidewalks on the southeast corner of Beaver street and Flushing avenue, Lot No. 53, Block 3137; south side of Thames street and north side of Flushing avenue, between Knickerbocker and Porter avenues; Knickerbocker avenue, east side, and Porter avenue, west side, between Flushing avenue and Thames street; Broadway, southwest side, between Conway street and Fulton street; Grove street, northwest side, between Central and Hamburg avenues; Florence street, east side, between Grand and Majer streets; Irving avenue, east side, between DeKalb avenue and Stockholm street; south side of DeKalb avenue and north side of Stockholm street, between Wyckoff and Irving avenues; Moffatt street, southeast side, between Hamburg and Knickerbocker avenues; Pitkin avenue, between Sackman and Powell streets; Pitkin avenue and Van Sicken avenue, southeast corner.

List 412, No. 7. Laying crosswalks in Sixteenth avenue at Forty-second street and at Forty-fifth street; in Seventeenth avenue at Forty-second street and West street; in Cortelyou road (Avenue D) at East Third and East Fourth streets; in Ditmas avenue (Avenue E) at East Second, East Third and East Fourth streets.

List 413, No. 8. Laying crosswalks in West street, Forty-fifth street and on all four corners in Seventeenth avenue at Forty-fifth and Forty-sixth streets.

List 418, No. 9. Regulating, grading, curbing and laying cement sidewalks on Eighty-first street, between First and Third avenues.

List 419, No. 10. Regulating, grading and curbing Fifty-fifth street, between Eighth and Fort Hamilton avenues.

List 420, No. 11. Regulating, grading, curbing and laying cement sidewalks on Fifty-fourth street, between First and Second avenues.

List 424, No. 12. Regulating, grading, curbing and laying cement sidewalks on President street, between Schenectady and Utica avenues.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of Elton street, from Atlantic avenue to Blake avenue, and to the extent of half the block at the intersecting streets.

No. 2. Both sides of East Nineteenth street, from Newkirk avenue to Foster avenue, and to the extent of half the block at the intersecting streets.

No. 3. Both sides of East Thirty-second street, between Tilden avenue and Clarendon road, and to the extent of half the block at the intersecting streets.

No. 4. Both sides of Mansfield place, from a point 100 feet south of Farragut road to Avenue G, and to the extent of half the block at the intersecting streets.

No. 5. Both sides of Starr street, from Wyckoff avenue to St. Nicholas avenue, and to the extent of half the block at the intersecting streets.

No. 6. Northeast corner of Beaver street and Flushing avenue, Lot No. 53, Block 3137; block bounded by Porter avenue, Knickerbocker avenue, Flushing avenue and Thames street; south side of Broadway, between Fulton street and Conway street; northwest side of Grove street, between Central and Hamburg avenues, Lots Nos. 54 to 58, inclusive, of Block 3315; east side of Florence street, between Majer and Grand streets, Lots Nos. 1 and 2 of Block 3017; northwest side of Stockholm street and southeast side of DeKalb avenue, between Irving and Wyckoff avenues; east side of Wyckoff avenue, between Stockholm street and DeKalb avenue; south side of Moffatt street, between Knickerbocker and Hamburg avenues; north side of Pitkin avenue, between Sackman and Powell streets, Lots Nos. 32 and 33 of Block 3711; southeast corner of Pitkin and Van Sicken avenues.

No. 7. Both sides of Forty-second street, from Sixteenth avenue to West street, and to the extent of half the block at the intersecting streets.

No. 8. Both sides of Forty-fifth street, from First avenue to Third avenue, and to the extent of half the block at the intersecting streets.

No. 9. Both sides of Fifty-fifth street, from Eighth avenue to Fort Hamilton avenue, and to the extent of half the block at the intersecting streets.

No. 10. Both sides of Fifty-fourth street, from First avenue to Second avenue, and to the extent of half the block at the intersecting streets.

No. 11. Both sides of President street, between Schenectady avenue and Utica avenue, and to the extent of half the block at the intersecting streets.

All persons whose interests are affected by the above-named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, New York, on or before April 13, 1909, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

**ANTONIO ZUCCA,**  
**PAUL WEIMANN,**  
**JAMES H. KENNEDY,**  
Board of Assessors.

**WILLIAM H. JASPER, Secretary,**  
No. 320 Broadway,  
City of New York, Borough of Manhattan,  
March 11, 1909.  
m11,22

the Secretary of the Board of Assessors, No. 320 Broadway, New York, on or before April 13, 1909, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

**ANTONIO ZUCCA,**  
**PAUL WEIMANN,**  
**JAMES H. KENNEDY,**  
Board of Assessors.

**WILLIAM H. JASPER, Secretary,**  
No. 320 Broadway,  
City of New York, Borough of Manhattan,  
March 11, 1909.  
m11,22

**DEPARTMENT OF FINANCE.**

**NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.**

**IN PURSUANCE OF SECTION 1005 OF THE**  
Greater New York Charter, the Comptroller of the City of New York hereby gives public notice of the confirmation by the Supreme Court, and the entering in the Bureau for the Collection of Assessments and Arrears, of the assessments for OPENING AND ACQUIRING TITLE to the following-named streets in the BOROUGH OF MANHATTAN:

**TWELFTH WARD, SECTION 8.**

**WEST ONE HUNDRED AND SIXTIETH STREET—OPENING.** From Broadway to Riverside drive. Confirmed March 2, 1909; entered March 19, 1909. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Manhattan, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of a line parallel to and distant 100 feet easterly from the easterly line of Edgcombe road with the easterly prolongation of a line parallel to and distant 100 feet southerly from the southerly line of West One Hundred and Sixtieth street; running thence westerly along said prolongation and parallel line to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Broadway; thence southerly along said parallel line to its intersection with the line parallel to and distant 100 feet southerly from the southerly line of West One Hundred and Sixtieth street; thence westerly along said parallel line and its westerly prolongation to its intersection with the middle line of the block between Riverside drive and the New York Central and Hudson River Railroad; thence northerly along said middle line of the block to its intersection with the line parallel to and distant 100 feet northerly from the northerly line of West One Hundred and Sixty-first street; thence easterly along said parallel line to its intersection with the line parallel to and distant 100 feet easterly from the easterly line of Edgcombe road; thence southerly along said parallel line to the point or place of beginning.

**WEST ONE HUNDRED AND SIXTY-FIRST STREET—OPENING.** From Broadway to Riverside drive. Confirmed March 2, 1909; entered March 19, 1909. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Manhattan, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of a line parallel to and distant 100 feet easterly from the easterly line of St. Nicholas avenue with the easterly prolongation of a line parallel to and distant 100 feet southerly from the southerly line of West One Hundred and Sixty-first street; running thence westerly along said prolongation and parallel line to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Broadway; thence southerly along said parallel line to its intersection with the line parallel to and distant 100 feet southerly from the southerly line of West One Hundred and Sixty-first street; thence westerly along said parallel line to its intersection with the middle line of the block between Riverside drive and the property of the New York Central and Hudson River Railroad Company; thence northerly along said middle line to its intersection with a line parallel to and distant 100 feet southerly from the southerly line of West One Hundred and Sixty-first street; thence easterly along said parallel line to its intersection with the line parallel to and distant 100 feet easterly from the easterly line of Broadway; thence southerly along said parallel line to its intersection with a line parallel to and distant 100 feet northerly from the northerly line of West One Hundred and Sixty-first street; thence easterly along said parallel line and its easterly prolongation to its intersection with the line parallel to and distant 100 feet easterly from the easterly line of St. Nicholas avenue; thence southerly along said parallel line to the point or place of beginning.

**WEST ONE HUNDRED AND SIXTY-SECOND STREET—OPENING.** From Broadway to Riverside drive. Confirmed March 2, 1909; entered March 19, 1909. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Manhattan, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of a line parallel to and distant 100 feet easterly from the easterly line of Edgcombe road with the easterly prolongation of a line parallel to and distant 100 feet southerly from the southerly line of West One Hundred and Sixty-second street; running thence westerly along said prolongation and parallel line to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Broadway; thence southerly along said parallel line to its intersection with the line parallel to and distant 100 feet southerly from the southerly line of West One Hundred and Sixty-first street; thence westerly along said parallel line to its intersection with the middle line of the block between Riverside drive and the land of the New York Central and Hudson River Railroad Company; thence northerly along said middle line to its intersection with the westerly prolongation of a line parallel to and distant 100 feet northerly from the northerly line of West One Hundred



said Sixty-third street; thence easterly along said prolongation and parallel line to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Broadway; thence southerly along said parallel line to its intersection with a line parallel to and distant 100 feet northerly from the northerly line of West One Hundred and Sixty-second street; thence easterly along said parallel line and its easterly prolongation to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Edgcombe road; thence southerly along said parallel line to the point or place of beginning.

**WEST ONE HUNDRED AND SIXTY-THIRD STREET—OPENING.** from Fort Washington avenue to Riverside drive. Confirmed March 2, 1909; entered March 19, 1909. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Manhattan, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of a line parallel to and distant 100 feet easterly from the easterly line of Edgcombe road and the easterly prolongation of a line parallel to and distant 100 feet southerly of the southerly line of West One Hundred and Sixty-third street; running thence westerly along said easterly prolongation and parallel line to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Fort Washington avenue; thence southerly along said parallel line to Fort Washington avenue to its intersection with a line parallel to and distant 100 feet southerly from the southerly line of West One Hundred and Sixty-second street; thence westerly along said parallel line and its westerly prolongation to its intersection with a line midway between the easterly property line of the New York Central and Hudson River Railroad and Riverside drive; thence northerly along said line midway between the easterly property line of the railroad and Riverside drive to its intersection with the westerly prolongation of a line parallel to and distant 100 feet northerly from the northerly line of West One Hundred and Sixty-fourth street; thence easterly along said prolongation and parallel line to its intersection with a line parallel to and distant 100 feet easterly of the easterly line of Fort Washington avenue; thence southerly along said parallel line to its intersection with a line parallel to and distant 100 feet northerly of the northerly line of West One Hundred and Sixty-third street; thence easterly along said parallel line to its intersection with a line parallel to and distant 100 feet easterly of the easterly line of Edgcombe road; thence southerly along said parallel line to Edgcombe road to the point or place of beginning.

The above entitled assessments were entered on the date hereinbefore given in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents. Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments 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 assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room 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 May 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 above assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, March 19, 1909.

m22,a2

#### CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

**PUBLIC NOTICE IS HEREBY GIVEN** THAT the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction all the buildings, parts of buildings, etc., now standing upon property owned by The City of New York, acquired by it for street opening purposes, in the

##### Borough of Brooklyn.

Being all those buildings, parts of buildings, etc., lying within the lines of Avenue T, from Coney Island avenue to Ocean parkway, all of which are more particularly described on a certain map on file in the office of the Collector of City Revenue, Room 141, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution of the Sinking Fund Commissioners adopted at a meeting held March 16, 1909, the sale of the above-described buildings and appurtenances thereto will be held by direction of the Comptroller on

**THURSDAY, APRIL 1, 1909**

at 1.30 p. m., upon the premises, upon the following

##### TERMS AND CONDITIONS.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of The City of New York, and must also at the time of sale give a certified check or cash in half the amount of the purchase price as security for the faithful performance of the terms and conditions of the sale. Where the amount of the purchase price does not equal or exceed the sum of fifty dollars the sum of fifty dollars shall be the amount of the security to be deposited. This security may at any time after the expiration of the contract period be applied by the City to the cost of completing any of the work required under the contract, but unfinished at the expiration of the contract period.

The purchaser shall not lease, occupy, cause or permit the building or buildings, etc., purchased by him to be used or occupied for any purpose other than that of their speedy removal, nor shall he collect any rental or other revenue for the use of either the land or the buildings, etc., situated thereon. The breach of either or any of these conditions shall forthwith void the sale and cause immediate forfeiture of the purchase money and the security deposited for the faithful performance of the conditions of the sale. The placing therein or permitting the

occupancy of any such building by any tenant free, for rent or otherwise, excepting the necessary watchmen or the workmen engaged in the actual demolition thereof, shall of itself be a breach of the above conditions of sale.

The sale will be as of the condition of the property on date of delivery thereof to the purchaser. The City of New York will not be responsible for any change or loss which may occur in the condition of the buildings, or their appurtenances, between the time of the sale thereof and the time of delivering possession to the purchaser, after being properly vacated of all tenants. The sale and delivery to purchaser will be made as nearly together as the circumstance of vacating the structures of their tenants will permit.

All the material of the buildings, sheds, walks, structures and cellars of whatsoever nature, with their exterior and interior fixtures, appurtenances and foundations of all kinds, except the sidewalk and curb in front of said buildings, extending within the described area and down to the level of the cellar bottom, shall be torn down and removed from the premises. None of the dirt, debris or waste resulting from demolition shall be allowed to remain on the premises, except old mortar or plaster only, which may be left, but not higher at any point than two feet below the curb opposite that point; also the foundation walls of all classes shall be taken down only to a plane whose elevation shall be the level of the curb in front of the building.

The purchaser at the sale shall also withdraw and remove all abandoned water taps and old service mains, and in place thereof cause to be inserted a brass plug in the main water pipe in the street, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity, and furnish the Department of Finance with a certificate from the Department of Water Supply, Gas and Electricity that this has been performed.

The purchaser at the sale shall also remove all house sewer connections to the main sewer in the street, and the opening of the main sewer in street shall be properly closed in compliance with the directions of the Bureau of Sewers, Borough of Brooklyn, and furnish the Department of Finance with a certificate from the Bureau of Sewers that the work has been properly performed.

The permit for all opening in the street to be obtained by and at the expense of the purchaser of the building.

Failure to remove said buildings, appurtenances or any part thereof within thirty days from the day of possession, will work forfeiture of ownership of such buildings, appurtenances or portion as shall then be left standing, together with all moneys paid by said purchaser on account thereof at the time of the sale, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and The City of New York will, without notice to the purchaser, cause the same to be removed, and the costs and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and must be completed within thirty days from the day of possession, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damage and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of said buildings.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls are to be taken down and removed. The walls shall be made permanently self-supporting, beam-holes, etc., bricked up, and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of adjacent buildings shall be properly flashed and pointed and made watertight where they have been disturbed by the operations of the contractor.

The Comptroller of The City of New York reserves the right on the day of sale to withdraw from sale any of the buildings, parts of buildings and machinery included therein, or to reject any and all bids; and it is further

Resolved, That, while the said sale is held under the supervision of the Commissioners of the Sinking Fund, the Comptroller is authorized to cause the sale to be advertised and to direct the sale thereof as financial officer of the City.

H. A. METZ, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, March 16, 1909.

m18,a1

#### CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

**PUBLIC NOTICE IS HEREBY GIVEN** THAT the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction all the buildings, parts of buildings, etc., now standing upon property owned by The City of New York, acquired by it for street opening purposes, in the

##### Borough of Brooklyn.

Being all those buildings, parts of buildings, etc., lying within the lines of Seventy-seventh street, between First and Second avenues, all of which are more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution of the Sinking Fund Commission adopted at a meeting held March 16, 1909, the sale of the above-described buildings and appurtenances thereto will be held by direction of the Comptroller on

**FRIDAY, APRIL 2, 1909,**

at 11 a. m., on the premises, upon the following

##### TERMS AND CONDITIONS.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of The City of New York, and must also at the time of sale give a certified check or cash in half the amount of the purchase price as security for the faithful performance of the terms and conditions of the sale. Where the amount of the purchase price does not equal or exceed the sum of fifty dollars, the sum of fifty dollars shall be the amount of the security to be deposited. This security may at any time after the expiration of the contract period be applied by the City to the cost of completing any of the work required under the contract, but unfinished at the expiration of the contract period.

The purchaser shall not lease, occupy, cause or permit the building or buildings, etc., purchased by him to be used or occupied for any purpose other than that of their speedy removal, nor shall he collect any rental or other revenue for the use of either the land or the buildings, etc., situated thereon. The breach of either or any of these conditions shall forthwith void the sale and cause immediate forfeiture of the purchase money and the security deposited for the faithful performance of the conditions of the sale. The placing therein or permitting the occupancy of any such building by any tenant free, for rent or otherwise, excepting the necessary watchmen or the workmen engaged in the actual demolition thereof, shall of itself be a breach of the above conditions of sale.

The sale will be as of the condition of the property on date of delivery thereof to the purchaser. The City of New York will not be responsible for any change or loss which may occur in the condition of the buildings, or their appurtenances, between the time of the sale thereof and the time of delivering possession to the purchaser, after being properly vacated of all tenants. The sale and delivery to purchaser will be made as nearly together as the circumstance of vacating the structures of their tenants will permit.

All the material of the buildings, sheds, walks, structures and cellars of whatsoever nature, with their exterior and interior fixtures, appurtenances and foundations of all kinds, except the sidewalk and curb in front of said buildings, extending within the described area and down to the level of the cellar bottom, shall be torn down and removed from the premises. None of the dirt, debris or waste resulting from demolition shall be allowed to remain on the premises, except old mortar or plaster only, which may be left, but not higher at any point than two feet below the curb opposite that point; also the foundation walls of all classes shall be taken down only to a plane whose elevation shall be the level of the curb in front of the building.

The purchaser at the sale shall also withdraw and remove all abandoned water taps and old service mains, and in place thereof cause to be inserted a brass plug in the main water pipe in the street, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity, and furnish the Department of Finance with a certificate from the Department of Water Supply, Gas and Electricity that this has been performed.

The purchaser at the sale shall also remove all house sewer connections to the main sewer in the street, and the opening of the main sewer in street shall be properly closed in compliance with the directions of the Bureau of Sewers, Borough of Brooklyn, and furnish the Department of Finance with a certificate from the Bureau of Sewers that the work has been properly performed.

The permit for all opening in the street to be obtained by and at the expense of the purchaser of the building.

Failure to remove said buildings, appurtenances or any part thereof within thirty days from the day of possession will work forfeiture of ownership of such buildings, appurtenances or portion as shall then be left standing, together with all moneys paid by said purchaser on account thereof at the time of the sale, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and The City of New York will, without notice to the purchaser, cause the same to be removed, and the costs and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and must be completed within thirty days from the day of possession, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damage and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of said buildings.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls are to be taken down and removed. The walls shall be made permanently self-supporting, beam-holes, etc., bricked up, and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of adjacent buildings shall be properly flashed and pointed and made watertight where they have been disturbed by the operations of the contractor.

The Comptroller of The City of New York reserves the right on the day of sale to withdraw from sale any of the buildings, parts of buildings and machinery included therein, or to reject any and all bids; and it is further

Resolved, That, while the said sale is held under the supervision of the Commissioners of the Sinking Fund, the Comptroller is authorized to cause the sale to be advertised and to direct the sale thereof as financial officer of the City.

H. A. METZ, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, March 16, 1909.

m18,a2

#### CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

**PUBLIC NOTICE IS HEREBY GIVEN** THAT the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction all the buildings, parts of buildings, etc., now standing upon property owned by The City of New York, acquired by it for school purposes, in the

##### Borough of Brooklyn.

(1) Being all of the rear building at No. 117 Carroll street, situated on all that certain plot of ground located on the north side of Carroll street and the south side of President street, distant 125 feet easterly from the easterly side of Hicks street and extending easterly along the north side of Carroll street and the south side of President street, respectively, 150 feet to a point distant 129 feet westerly from the westerly line of Henry street.

Pursuant to a resolution of the Sinking Fund Commissioners adopted at a meeting held March 16, 1909, the sale of the above-described buildings and appurtenances thereto will be held by direction of the Comptroller on

**THURSDAY, APRIL 1, 1909,**

at 11 a. m. on the premises.

(2) Being all those buildings, parts of buildings, etc., situated upon all that certain plot of ground described as follows:

Beginning at a point on the westerly side of East Twelfth street distant 177 feet 11 1/4 inches

southerly from the southwest corner of Elm avenue and East Twelfth street; running thence westerly 177 feet 7 3/4 inches to a point 22 feet 4 1/4 inches distant from the easterly side of Coney Island avenue; thence northeasterly 184 feet 6 3/4 inches to the westerly side of East Twelfth street; thence southerly along the westerly side of East Twelfth street 49 feet 11 1/2 inches to the point or place of beginning.

Pursuant to a resolution of the Commissioners of the Sinking Fund adopted at a meeting held March 16, 1909, the sale of the above-described buildings will be held by direction of the Comptroller on

**THURSDAY, APRIL 1, 1909,**

at 12.30 p. m. on the premises.

The above sales will be held upon the following

##### TERMS AND CONDITIONS.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of The City of New York, and must also at the time of sale give a certified check or cash in half the amount of the purchase price as security for the faithful performance of the terms and conditions of the sale. Where the amount of the purchase price does not equal or exceed the sum of fifty dollars, the sum of fifty dollars shall be the amount of the security to be deposited. This security may at any time after the expiration of the contract period be applied by the City to the cost of completing any of the work required under the contract, but unfinished at the expiration of the contract period.

The purchaser shall not lease, occupy, cause or permit the building or buildings, etc., purchased by him to be used or occupied for any purpose other than that of their speedy removal, nor shall he collect any rental or other revenue for the use of either the land or the buildings, etc., situated thereon. The breach of either or any of these conditions shall forthwith void the sale and cause immediate forfeiture of the purchase money and the security deposited for the faithful performance of the conditions of the sale. The placing therein or permitting the occupancy of any such building by any tenant free, for rent or otherwise, excepting the necessary watchmen or the workmen engaged in the actual demolition thereof, shall of itself be a breach of the above conditions of sale.

The sale will be as of the condition of the property on date of delivery thereof to the purchaser. The City of New York will not be responsible for any change or loss which may occur in the condition of the buildings or their appurtenances between the time of the sale thereof and the time of delivering possession to the purchaser, after being properly vacated of all tenants. The sale and delivery to purchaser will be made as nearly together as the circumstance of vacating the structures of their tenants will permit.

All the material of the buildings, sheds, walks, structures and cellars of whatsoever nature, with their exterior and interior fixtures, appurtenances and foundations of all kinds, except the sidewalk and curb in front of said buildings, extending within the described area and down to the level of the cellar bottom, shall be torn down and removed from the premises. None of the dirt, debris or waste resulting from demolition shall be allowed to remain on the premises, except old mortar or plaster only, which may be left, but not higher at any point than two feet below the curb opposite that point; also the foundation walls of all classes shall be taken down only to a plane whose elevation shall be the level of the curb in front of the building.

The purchaser at the sale shall also withdraw and remove all abandoned water taps and old service mains, and in place thereof cause to be inserted a brass plug in the main water pipe in the street, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity, and furnish the Department of Finance with a certificate from the Department of Water Supply, Gas and Electricity that this has been performed.

The purchaser at the sale shall also remove all house sewer connections to the main sewer in the street, and the opening of the main sewer in street shall be properly closed in compliance with the directions of the Bureau of Sewers, Borough of Brooklyn, and furnish the Department of Finance with a certificate from the Bureau of Sewers that the work has been properly performed.

The permit for all opening in the street to be obtained by and at the expense of the purchaser of the building.

Failure to remove said buildings, appurtenances, or any part thereof, within thirty days from the day of possession will work forfeiture of ownership of such buildings, appurtenances, or portion as shall then be left standing, together with all moneys paid by said purchaser on account thereof at the time of the sale, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and The City of New York will, without notice to the purchaser, cause the same to be removed, and the costs and expense thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and must be completed within thirty days from the day of possession, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damage and costs to which it, they or any of them be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of said buildings.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All furrings, plaster, chimneys, projecting brick, etc., on the faces of such party walls are to be taken down and removed. The walls shall be made permanently self-supporting, beam-holes, etc., bricked up, and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of adjacent buildings shall be properly flashed and pointed and made watertight where they have been disturbed by the operations of the contractor.

The Comptroller of The City of New York reserves the right on the day of sale to withdraw from sale any of the buildings, parts of buildings and machinery included therein, or to reject any and all bids; and it is further

Resolved, That, while the said sale is held under the supervision of the Commissioners of the Sinking Fund, the Comptroller is authorized to cause the sale to be advertised and to direct the sale thereof as financial officer of the City.

H. A. METZ, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, March 16, 1909.

m18,a1



## INTEREST ON CITY BONDS AND STOCK.

**THE INTEREST DUE ON MAY 1, 1909, ON** the Registered Bonds and Stock of The City of New York will be paid on that day by the Comptroller, at his office in the Stewart Building, corner of Broadway and Chambers street (Room 85).

The transfer books thereof will be closed from March 31 to May 1, 1909.

The coupons, that are payable only in New York, for interest due on May 1, 1909, on Bonds and Stock of the present and former City of New York will be paid on that day by the Guaranty Trust Company, Nos. 28 and 30 Nassau street.

The coupons, that are payable in New York or in London, for the interest due on May 1, 1909, on Assessment Bonds and Corporate Stock of The City of New York, will be paid on that day, at the option of the holders thereof, either at the office of the Guaranty Trust Company, Nos. 28 and 30 Nassau street, New York, in United States money, or at the office of Messrs. Seligman Brothers, No. 18 Austin Friars, London, E. C., England, in sterling money at the rate of \$4.8780 to the pound.

The interest due on May 1, 1909, on Coupon Bonds of other corporations now included in The City of New York will be paid on that day at the office of the Comptroller.

The interest due May 1, 1909, on Registered and Coupon Gold Revenue Bonds of The City of New York will be paid on that day by the Guaranty Trust Company, Nos. 28 and 30 Nassau street, New York, in United States money, or, at the option of the holder, upon three weeks' prior notice, as stipulated in said bonds, by Messrs. J. S. Morgan & Co., No. 22 Old Broad street, London, England, at the rate of \$4.83 to the pound.

HERMAN A. METZ, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, March 16, 1909.

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## NOTICE TO PROPERTY OWNERS.

**IN PURSUANCE OF SECTION 1018 OF THE** Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF MANHATTAN:

## TWELFTH WARD, SECTION 7.

**WEST ONE HUNDRED AND THIRTY-SIXTH STREET—PAVING, CURBING AND RECURBING**, between Amsterdam avenue and Broadway. Area of assessment: Both sides of One Hundred and Thirty-sixth street, from Amsterdam avenue to Broadway, and to the extent of half the block at the intersecting and terminating street and avenue.

**WEST ONE HUNDRED AND THIRTY-NINTH STREET—REGULATING, GRADING, CURBING AND FLAGGING**, from a point 425 feet west of Broadway to Riverside drive. Area of assessment: Both sides of West One Hundred and Thirty-ninth street, from a point 425 feet west of Broadway to Riverside drive, and to the extent of half the block at the intersecting streets.

## TWELFTH WARD, SECTION 8.

**WEST ONE HUNDRED AND FIFTY-EIGHTH STREET—SEWER**, between Amsterdam and St. Nicholas avenues. Area of assessment: Both sides of West One Hundred and Fifty-eighth street, from Amsterdam avenue to St. Nicholas avenue.

—that the same were confirmed by the Board of Assessors on March 16, 1909, and entered March 16, 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 said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room H, 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 May 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 above assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, March 16, 1909.

m17,30

## NOTICE TO PROPERTY OWNERS.

**IN PURSUANCE OF SECTION 1018 OF THE** Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

## TWENTY-THIRD WARD, SECTION 10.

**TIFFANY STREET—SEWER**, between the Southern boulevard and Fox street. Area of assessment: Both sides of Tiffany street, from Southern boulevard to Fox street.

## TWENTY-FOURTH WARD, SECTION 11.

**HUGHES AVENUE AND OAK TREE PLACE, NORTHWEST CORNER—RECEIVING BASINS**. Area of assessment: North side of Oak Tree place, from Arthur avenue to Hughes avenue, and west side of Hughes avenue, from Oak Tree place to East One Hundred and Eighty-second street.

—that the same were confirmed by the Board of Assessors on March 16, 1909, and entered on March 16, 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 said entry of the assessments, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the

period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. to 12 m., and all payments made thereon on or before May 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 the above assessments became liens to the date of payment.

HERMAN A. METZ, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, March 16, 1909.

m17,30

## NOTICE TO PROPERTY OWNERS.

**IN PURSUANCE OF SECTION 1018 OF THE** Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

## TWENTY-FOURTH WARD, ANNEXED TERRITORY.

**WHITE PLAINS ROAD—REGULATING, GRADING, CURBING, FLAGGING, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES** from Morris Park avenue to the northern boundary line of The City of New York. Area of assessment: Both sides of White Plains road, from Morris Park avenue to the northern boundary line of The City of New York, and to the extent of half the block at the intersecting and terminating streets and avenues.

—that the same was confirmed by the Board of Revision of Assessments on March 11, 1909, and entered on March 11, 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 said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated 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. to 12 m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before May 10, 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, March 11, 1909.

m12,25

## NOTICE TO PROPERTY OWNERS.

**IN PURSUANCE OF SECTION 1018 OF THE** Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF QUEENS.

## FIRST WARD.

**DITMARS AVENUE—SEWER**, from Lawrence street to Crescent street, and CRESCENT STREET—SEWER, from Ditmars avenue to Potter avenue. Area of assessment: Both sides of Ditmars avenue, from Sixth avenue to Hallett street; both sides of Sixth avenue, Fourth avenue, Second avenue, between Ditmars and Potter avenues; both sides of Lawrence street, between Potter and Wolcott avenues; both sides of Chauncey street, Goodrich street, Merchant street, between Ditmars and Wolcott avenues; both sides of Crescent street, between Potter and Wolcott avenues, and both sides of Howland street, between Ditmars and Wolcott avenues.

—that the same was confirmed by the Board of Revision of Assessments March 11, 1909, and entered March 11, 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 said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated 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, at the Hackett Building, No. 51 Jackson avenue, Long Island City, Borough of Queens, between the hours of 9 a. m. to 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before May 10, 1909, will be exempt from interest, as above provided, and after that date will be subject to a charge

of interest at the rate of seven per centum per annum, from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, March 11, 1909.

m12,25

## NOTICE TO PROPERTY OWNERS.

**IN PURSUANCE OF SECTION 1018 OF THE** Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF BROOKLYN:

## TWENTY-NINTH WARD, SECTION 16.

**ARGYLE ROAD—PAVING AND CURBING**, between Cortelyou road and Dorchester road. Area of assessment: Both sides of Argyle road, from Cortelyou road to Dorchester road, and to the extent of half the block at the intersecting and terminating streets.

**EAST NINETEENTH STREET—PAVING**, between Newkirk and Foster avenues. Area of assessment: Both sides of East Nineteenth street, from Newkirk to Foster avenue, and to the extent of half the block at the intersecting avenues.

## THIRTIETH WARD, SECTION 18.

**SIXTY-THIRD STREET—PAVING**, between Fourth and Fifth avenues. Area of assessment: Both sides of Sixty-third street, from Fourth to Fifth avenue, and to the extent of half the block at the intersecting and terminating avenues.

—that the same were confirmed by the Board of Revision of Assessments March 11, 1909, and entered March 11, 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 said entry of the assessments, interest will be collected thereon, as provided by section 1019 of the Greater New York Charter.

Said section provides, in part: "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides: "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Mechanics Bank Building, Court and Montague streets, Borough of Brooklyn, between the hours of 9 a. m. to 12 p. m., and on Saturdays from 9 a. m. to 12 p. m., and all payments made thereon on or before May 10, 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, March 11, 1909.

m12,25

## 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 RICHMOND:

## FOURTH WARD.

**SEA VIEW AVENUE—REGULATING AND GRADING**, from Richmond road to Southfield boulevard. Area of assessment: Both sides of Sea View avenue, from Richmond road to Southfield boulevard, and to the extent of half the block at the intersecting and terminating streets.

—that the same was confirmed by the Board of Assessors March 9, 1909, and entered on March 9, 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 said entry of the assessments, interest shall be collected thereon, as provided in section 1019 of said 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, at Borough Hall, St. George, Borough of Richmond, between the hours of 9 a. m. to 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before May 8, 1909, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, March 9, 1909.

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## INTEREST ON CITY BONDS AND STOCK.

**THE INTEREST DUE ON APRIL 1, 1909, ON** the Registered Bonds and Stocks of The City of New York will be paid on that day by the Comptroller, at his office in the Stewart Building, corner of Broadway and Chambers street (Room 85).

The transfer books thereof will be closed from March 15 to April 1, 1909.

The interest due on April 1, 1909, on the Coupon Bonds and Stock of the former City of New York will be paid on that day by the Guaranty Trust Company, Nos. 28 and 30 Nassau street.

The interest due on April 1, 1909, on Coupon Bonds of other corporations now included in

The City of New York will be paid on that day at the office of the Comptroller.

HERMAN A. METZ, Comptroller.  
City of New York, Department of Finance,  
Comptroller's Office, March 8, 1909.

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DEPARTMENT OF FINANCE, CITY OF NEW YORK.  
December 14, 1906.

**UNTIL FURTHER NOTICE AND UNLESS** otherwise directed in any special case surety companies will be accepted as sufficient upon the following contracts to the amounts named:

Supplies of Any Description, including Gas and Electricity—

One company on a bond up to \$50,000.

Two companies on a bond up to \$125,000.

Three companies on a bond up to \$200,000.

Asphalt, Asphalt Block and Wood Block Pavements—

Two companies on a bond up to \$50,000.

Three companies on a bond up to \$125,000.

Regulating, Grading, Paving, Sewers, Water Mains, Dredging, Construction of Parks, Parkways, Etc.—

One company on a bond up to \$25,000.

Two companies on a bond up to \$75,000.

Three companies on a bond up to \$150,000.

Four companies on a bond up to \$250,000.

New Docks, Buildings, Bridges, Aqueducts, Tunnels, Etc.—

One company on a bond up to \$25,000.

Two companies on a bond up to \$75,000.

Three companies on a bond up to \$150,000.

Four companies on a bond up to \$250,000.

Repairs, Ventilating, Heating, Plumbing, Etc.—

One company on a bond up to \$25,000.

Two companies on a bond up to \$75,000.

Three companies on a bond up to \$150,000.

Four companies on a bond up to \$250,000.

On bonds regarded as hazardous risks additional surety will be required as the Comptroller sees fit in each instance.

All bonds exceeding \$250,000 will by that fact alone be considered hazardous risks, no matter what the nature of the work.

H. A. METZ,  
Comptroller.

## OFFICIAL BOROUGH PAPERS.

## BOROUGH OF THE BRONX.

"The Bronx Star," "North Side News," "Bronx Independent."

## BOROUGH OF RICHMOND.

"Staten Island World," "The Staten Islander."

## BOROUGH OF QUEENS.

"Long Island Star" (First and Second Wards), "Flushing Evening Journal" (Third Ward), "Long Island Farmer" (Fourth Ward), "Rockaway News" (Fifth Ward).

## BOROUGH OF BROOKLYN.

"Brooklyn Eagle," "Brooklyn Times," "Brooklyn Citizen," "Brooklyn Standard-Union," "Brooklyn Free Press."

## BOROUGH OF MANHATTAN.

"Real Estate Record and Guide" (Harlem District), "Manhattan and Bronx Advocate" (Washington Heights, Morningside Heights and Harlem Districts).

Designated by Board of City Record June 19, 1906; Amended June 20, 1906; September 30, 1907; February 24, 1908; March 5 and 16, 1908, and March 16, 1909.

## DEPARTMENT OF EDUCATION.

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE** received by the Superintendent of School Buildings at the above office of the Department of Education until 3 o'clock p. m. on

**MONDAY, MARCH 29, 1909.**

## Borough of Brooklyn.

No. 1. FOR INSTALLING HEATING AND VENTILATING APPARATUS FOR ADDITIONS TO AND ALTERATIONS IN PUBLIC SCHOOL 126, ON THE NORTH SIDE OF MESEROLE AVENUE, BETWEEN LORIMER AND GUERNEY STREETS, BOROUGH OF BROOKLYN.

The time allowed to complete the whole work will be 200 working days, as provided in the contract.

The amount of security required is Eight Thousand Dollars (\$8,000).

No. 2. FOR INSTALLING HEATING AND VENTILATING APPARATUS FOR ADDITIONS TO AND ALTERATIONS IN PUBLIC SCHOOL 128, ON THE NORTHERLY SIDE OF TWENTY-FIRST AVENUE, BETWEEN EIGHTY-THIRD AND EIGHTY-FOURTH STREETS, BOROUGH OF BROOKLYN.

The time allowed to complete the whole work will be 100 working days, as provided in the contract.

The amount of security required is Twelve Thousand Dollars (\$12,000).

No. 3. FOR INSTALLING HEATING AND VENTILATING APPARATUS IN NEW PUBLIC SCHOOL 160, ON THE SOUTHERLY SIDE OF FORT HAMILTON AVENUE, BETWEEN ONE HUNDRED AND FIFTY-FIRST AND ONE HUNDRED AND FIFTY-SECOND STREETS, BOROUGH OF BROOKLYN.

The time allowed to complete the whole work will be 100 working days, as provided in the contract.

The amount of security required is Fourteen Thousand Dollars (\$14,000).

No. 4. FOR INSTALLING ELECTRIC EQUIPMENT IN NEW PUBLIC SCHOOL 162, ON THE NORTHERLY SIDE OF ST. NICHOLAS AVENUE, BETWEEN WILLOUGHBY AVENUE AND SUNDRAM STREET, BOROUGH OF BROOKLYN.

The time allowed to complete the whole work will be 175 working days, as provided in the contract.

The amount of security required is Five Thousand Dollars (\$5,000).

On Nos. 1, 2, 3 and 4 the bids will be compared and the contract will be awarded in a lump sum to the lowest bidder on each contract.

Blank forms, plans and specifications may be obtained or seen at the office of Superintendent at Estimating Room, ninth floor, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan, and also at branch office, No. 131 Livingston street, Borough of Brooklyn.

Dated March 17, 1909.

C. B. J. SNYDER,  
Superintendent of School Buildings.

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See General Instructions to Bidders on the last page, last column, of the "City Record."



DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE** received by the Superintendent of School Supplies at the above office of the Department of Education until 3 p. m. on

**WEDNESDAY, MARCH 24, 1909,** FOR FURNISHING AND DELIVERING DIRECT TO EACH SCHOOL, OFFICE OR DEPOSITORY, STATIONERY AND OTHER SUPPLIES FOR OFFICES, GASOLINE, OIL AND OTHER SUPPLIES FOR AUTOMOBILES, OILS FOR HIGH SPEED MACHINERY, GAS AND LIMES FOR LECTURES IN ELEMENTARY SCHOOLS, DRINKING WATER FOR OFFICES, MOUNTING BIRDS FOR ELEMENTARY SCHOOLS AND BINDING PAYROLLS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before December 31, 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 of each item herein contained or hereto annexed, by which the bids will be tested. Award will be made to the lowest bidder on each item.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Superintendent of School Supplies, Board of Education, southwest corner of Park avenue and Fifty-ninth street.

PATRICK JONES,

Superintendent of School Supplies.

March 13, 1909.

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE** received by the Superintendent of School Buildings at the above office of the Department of Education until 3 o'clock p. m. on

**MONDAY, MARCH 22, 1909.**

**Borough of The Bronx.**

No. 1. ALTERATIONS AND ADDITIONS TO ELECTRIC EQUIPMENT IN PUBLIC SCHOOL 8, ON MOSHOLU PARKWAY, BETWEEN BRIGGS AND BAINBRIDGE AVENUES, BEDFORD PARK, BOROUGH OF THE BRONX.

The time allowed to complete the whole work will be forty (40) working days, as provided in the contract.

The amount of security required is Three Hundred Dollars (\$300).

**Borough of Queens.**

No. 2. FOR THE REMOVAL, ETC., OF THE TEMPORARY SCHOOL BUILDINGS NOW ON THE PREMISES OF PUBLIC SCHOOL 51, JOHNSON AND BRIGGS AVENUES, RICHMOND HILL, AND RE-ERECTING SAME ON THE PREMISES OF PUBLIC SCHOOL 50, WYCKOFF STREET, CORNER HUMBOLDT AVENUE, JAMAICA, AND PUBLIC SCHOOL 82, KAPLAN AVENUE, HAMMOND AND HORTON STREETS, JAMAICA, BOROUGH OF QUEENS.

The time allowed to complete the whole work on each school will be sixty (60) working days, as provided in the contract.

The amount of security required is as follows:

Public School 50..... \$500 00

Public School 82..... 600 00

A separate proposal must be submitted for each school, and award will be made thereon.

No. 3. FOR ALTERATIONS, REPAIRS, ETC., TO PUBLIC SCHOOL 86, OLD FLUSHING ROAD, NEAR GRAND STREET, MASPETH, AND PUBLIC SCHOOL 88, ELM AVENUE AND FRESH POND ROAD, RIDGEWOOD HEIGHTS, BOROUGH OF QUEENS.

The time allowed to complete the whole work on each school will be sixty (60) working days, as provided in the contract.

The amount of security required is as follows:

Public School 86..... \$600 00

Public School 88..... 400 00

A separate proposal must be submitted for each school and award will be made thereon.

On No. 1 the bids will be compared and the contract will be awarded in a lump sum to the lowest bidder.

On Nos. 2 and 3 the bidders must state the price of each item by which the bids will be tested.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent at Estimating Room, ninth floor, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan, and also at branch office, No. 69 Broadway, Flushing, Borough of Queens, for work for their respective boroughs.

C. B. J. SNYDER,

Superintendent of School Buildings.

Dated March 11, 1909.

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

## BOARD OF WATER SUPPLY.

### CATSKILL AQUEDUCT.

**SEALED BIDS OR PROPOSALS WILL BE** received by the Board of Water Supply, in the office of the Board, No. 299 Broadway, New York, Room 910, ninth floor, until 11 a. m. on

**THURSDAY, APRIL 8, 1909.**

For Contract 46 for the construction of a portion of the Catskill Aqueduct, consisting of MILLWOOD, SARLES, HARLEM RAILROAD, PLEASANTVILLE and REYNOLDS HILL tunnels, PUTNAM SIPHON and MILLWOOD SOUTH, SARLES and PLEASANTVILLE cut-and-cover. The tunnels are 17 feet high by 13½ feet wide inside, and aggregate about 3 miles. Of the remainder about 2.5 miles are standard cut-and-cover, 17 feet high by 17½ feet wide inside, and about 2,000 feet are cut-and-cover of special design. The work is located about 4 miles east of the Hudson River, in the Towns of New Castle and Mount Pleasant, Westchester County, N. Y.

An approximate statement of the quantities of the various classes of work and further information are given in the Information for Bidders, forming part of the contract. At the above place and time the bids will be publicly opened and read. The award of the contract, if awarded, will be made by the Board of Water Supply as soon thereafter as practicable. The Board reserves the right to reject any and all bids.

Two or more bonds, the aggregate amount of which shall be five hundred twenty-five thousand dollars (\$525,000) will be required for the faithful performance of the contract.

No bid will be received and deposited unless accompanied by a certified check upon a National or State bank, drawn to the order of the Comptroller of The City of New York, to the amount of sixty thousand dollars (\$60,000).

Time allowed for the completion of the work is 50 months from the service of notice by the Board to begin work.

Pamphlets containing Information for Bidders, forms of proposal and contract, specifications, etc., and pamphlets of contract drawings can be obtained at Room 1515 at the above address upon application in person or by mail, by depositing the sum of ten dollars (\$10) in currency, or check drawn to the order of the Board of Water Supply, for each pamphlet, or twenty dollars (\$20) for each set. This deposit will be refunded upon the return of the pamphlets in acceptable condition within thirty days from the date on which bids are to be opened.

JOHN A. BENSEL, President;  
CHARLES N. CHADWICK,  
CHARLES A. SHAW,

Commissioners of the Board of Water Supply.  
J. WALDO SMITH, Chief Engineer.  
THOMAS HASSETT, Secretary.

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

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**See General Instructions to Bidders on the last page, last column, of the "City Record."**

### TO CONTRACTORS.

**SEALED BIDS OR PROPOSALS WILL BE** received by the Board of Water Supply, in the office of the Board, No. 299 Broadway, New York, Room 910, ninth floor, until 11 a. m. on

**TUESDAY, APRIL 6, 1909,**

for—

CONTRACT 17—FOR THE CONSTRUCTION OF ABOUT 14,100 LINEAR FEET OF PLAIN CONCRETE CONDUIT KNOWN AS CUT-AND-COVER AQUEDUCT; and

CONTRACT 18—FOR THE CONSTRUCTION OF ABOUT 15,600 LINEAR FEET OF PLAIN CONCRETE CONDUIT KNOWN AS CUT-AND-COVER AQUEDUCT.

The aqueduct will be 17 feet high by 17½ feet wide inside. The work is located in the towns of Shawangunk, Ulster County, and Montgomery, Orange County, about eight miles northwest of Newburg, New York.

Bids or proposals are invited for either or both contracts separately, and for both contracts combined. Any bidder may make a bid for either contract or for both contracts combined. A separate form of proposal will be furnished for the purpose of a combined bid.

An approximate statement of the quantities of the various classes of work and further information are given in the "Information for Bidders," forming part of the contract.

At the above place and time the bids will be publicly opened and read. The award of the contract, if awarded, will be made by the Board of Water Supply as soon thereafter as practicable. The Board may reject any or all bids.

Two or more bonds, the aggregate amount of which shall be Two Hundred and Sixty Thousand Dollars (\$260,000) under each contract, will be required for the faithful performance of the contract. Each bond must be signed by the contractor and the sureties. The name and address of each surety offered must be stated in the bid or proposal, together with the amount in which each surety will qualify. The sureties and the amount in which each will qualify must be satisfactory to the Board.

No bid will be received and deposited unless accompanied by a certified check upon a National or State bank, drawn to the order of the Comptroller of The City of New York, to the amount of twenty-five thousand dollars (\$25,000) for each contract. Only one check for each contract will be required, whether bids are submitted for the contracts separately or combined. Time allowed for the completion of work under each contract is 42 months from the service of notice by the Board to begin work.

Pamphlets containing information for bidders, forms of proposal, contract and bond, approved by the Corporation Counsel, and specifications, and pamphlets containing contract drawings, can be obtained at the office of the Board of Water Supply, Room 1515, at the above address, upon application in person or by mail, by depositing the sum of ten dollars (\$10) in currency or check drawn to the order of the Board of Water Supply, for each pamphlet, or twenty dollars (\$20) for each set. This deposit will be refunded upon the return of the pamphlets in acceptable condition within thirty days from the date on which bids are to be opened.

JOHN A. BENSEL, President;  
CHARLES N. CHADWICK,  
CHARLES A. SHAW,

Commissioners of the Board of Water Supply.  
J. WALDO SMITH, Chief Engineer.  
THOMAS HASSETT, Secretary.

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**See General Instructions to Bidders on the last page, last column, of the "City Record."**

### TO CONTRACTORS.

**SEALED BIDS OR PROPOSALS WILL BE** received by the Board of Water Supply, in the office of the Board, No. 299 Broadway, New York, Room 910, ninth floor, until 11 a. m. on

**TUESDAY, MARCH 30, 1909,**

For Contract 25, for the construction of CROTON AND CHADEAYNE TUNNELS, KITCHAWAN AND MILLWOOD NORTH CUT-AND-COVER, and a portion of CROTON CUT-AND-COVER, in the Croton division of the Catskill Aqueduct, in the towns of Yorktown and New Castle, Westchester County, New York.

The tunnels are on the hydraulic gradient and are 3,000 feet and 700 feet long, respectively, and 17 feet high by 13½ feet wide inside. The portions of cut-and-cover aqueduct are of plain concrete, 17 feet high by 17½ feet wide inside, and aggregate 13,200 linear feet. An approximate statement of the quantities of the various classes of work and further information are given in the Information for Bidders, forming part of the contract.

At the above place and time the bids will be publicly opened and read. The award of the contract, if awarded, will be made by the Board of Water Supply as soon thereafter as practicable. The Board may reject any or all bids.

Two or more bonds, the aggregate amount of which shall be Three Hundred Thousand Dollars (\$300,000), will be required for the faithful performance of the contract. Each bond must be signed by the contractor and the sureties. The name and address of each surety offered must be stated in the bid or proposal, together with the amount in which each surety will qualify. The sureties and the amount in which each will qualify must be satisfactory to the Board.

No bid will be received and deposited unless accompanied by a certified check upon a national or state bank, drawn to the order of the Comptroller of The City of New York, to the amount of thirty thousand dollars (\$30,000).

Time allowed for the completion of the work is fifty-two (52) months from the service of notice by the Board to begin work.

Pamphlets containing information for bidders, forms of proposal, contract and bond, approved by the Corporation Counsel, and specifications, and pamphlets containing contract drawings, can be obtained at the office of the Board of Water Supply, Room 1515, at the above address, upon application in person or by mail, by depositing the sum of ten dollars (\$10) in currency, or check drawn to the order of the Board of Water Supply, for each pamphlet, or twenty dollars (\$20) for each set. This deposit will be refunded upon the return of the pamphlets in acceptable condition within thirty days from the date on which bids are to be opened.

JOHN A. BENSEL, President;  
CHARLES N. CHADWICK,  
CHARLES A. SHAW,

Commissioners of the Board of Water Supply.  
J. WALDO SMITH, Chief Engineer.  
THOMAS HASSETT, Secretary.

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**See General Instructions to Bidders on the last page, last column, of the "City Record."**

### TO CONTRACTORS.

#### CONTRACT 16.

**SEALED BIDS OR PROPOSALS WILL BE** received by the Board of Water Supply, in the office of the Board, No. 299 Broadway, New York, Room 910, ninth floor, until 11 a. m. on

**THURSDAY, MARCH 25, 1909,**

For the construction of about TWO AND ONE-HALF MILES OF PLAIN CONCRETE AQUEDUCT, known as cut-and-cover aqueduct, 17 feet high by 17½ feet wide, inside, between New Hurley and a point about two miles east of Wallkill, in the Town of Shawangunk, Ulster County, N. Y., approximately thirteen miles southwest of Poughkeepsie.

The Board may reject any or all bids. An approximate statement of the quantities of the various classes of work and further information are given in the Information for Bidders, forming part of the contract.

At the above place and time the bids will be publicly opened and read. The award of the contract, if awarded, will be made by the Board of Water Supply as soon thereafter as practicable.

Two or more bonds, the aggregate amount of which shall be Two Hundred and Fifty Thousand Dollars (\$250,000), will be required for the faithful performance of the contract. Each bond must be signed by the contractor and the sureties. The name and address of each surety offered must be stated in the bid or proposal, together with the amount in which each surety will qualify. The sureties and the amount in which each will qualify must be satisfactory to the Board.

No bid will be received and deposited unless accompanied by a certified check upon a National or State bank, drawn to the order of the Comptroller of The City of New York, to the amount of Twenty Thousand Dollars (\$20,000).

Time allowed for the completion of the work is forty-two (42) months from the service of notice by the Board to begin work.

Pamphlets containing information for bidders, forms of proposal, contract and bond, approved by the Corporation Counsel, and specifications, and pamphlets containing contract drawings, can be obtained at the office of the Board of Water Supply, Room 1515, at the above address, upon application in person or by mail, by depositing the sum of ten dollars (\$10) in currency, or check drawn to the order of the Board of Water Supply, for each pamphlet, or twenty dollars (\$20) for each set. This deposit will be refunded upon the return of the pamphlets in acceptable condition within thirty days from the date on which bids are to be opened.

JOHN A. BENSEL, President;  
CHARLES N. CHADWICK,  
CHARLES A. SHAW,

Commissioners of the Board of Water Supply.  
J. WALDO SMITH, Chief Engineer.  
THOMAS HASSETT, Secretary.

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**See General Instructions to Bidders on the last page, last column, of the "City Record."**

### TO CONTRACTORS.

#### CONTRACT 24.

**SEALED BIDS OR PROPOSALS WILL BE** received by the Board of Water Supply, in the office of the Board, No. 299 Broadway, New York, Room 910, ninth floor, until 11 a. m. on

**MONDAY, MARCH 22, 1909.**

For the construction of TURKEY MOUNTAIN GRADE TUNNEL, a tunnel on the hydraulic gradient, 17 feet high by 13.1-3 feet wide and 1,400 feet long; CROTON LAKE PRESSURE TUNNEL, crossing under Croton Lake, 14 feet inside diameter and about 2,600 feet long, with two shafts 510 to 560 feet in depth; A BLOW-OFF TUNNEL, about 400 feet long, discharging into Croton Lake, and THREE SECTIONS, aggregating about 2,000 linear feet, of cut-and-cover aqueduct, 17 feet high by 17½ feet wide inside, situated about six miles northeast of Croton-on-Hudson, in the Town of Yorktown, Westchester County, N. Y.

An approximate statement of the quantities of the various classes of work and further information are given in the Information for Bidders, forming part of the contract.

At the above place and time the bids will be publicly opened and read. The award of the contract, if awarded, will be made by the Board of Water Supply as soon thereafter as practicable. The Board reserves the right to reject any or all bids.

Two or more bonds, the aggregate amount of which shall be Two Hundred and Fifty Thousand Dollars (\$250,000), will be required for the faithful performance of the contract. Each bond must be signed by the contractor and the sureties. The name and address of each surety offered must be stated in the bid or proposal, together with the amount in which each surety will qualify. The sureties and the amount in which each will qualify must be satisfactory to the Board.

No bid will be received and deposited unless accompanied by a certified check upon a National or State bank, drawn to the order of the Comptroller of The City of New York, to the amount of twenty-five thousand dollars (\$25,000).

Time allowed for the completion of the work is forty-three (43) months from the service of notice by the Board to begin work.

Pamphlets containing information for bidders, forms of proposal, contract and bond, approved by the Corporation Counsel, and specifications, and pamphlets containing contract drawings, can be obtained at the office of the Board of Water Supply, Room 1515, at the above address, upon

application in person or by mail, by depositing the sum of ten dollars (\$10) in currency, or check drawn to the order of the Board of Water Supply, for each pamphlet, or twenty dollars (\$20) for each set. This deposit will be refunded upon the return of the pamphlets in acceptable condition within thirty days from the date on which bids are to be opened.

JOHN A. BENSEL, President;  
CHARLES N. CHADWICK,  
CHARLES A. SHAW,

Commissioners of the Board of Water Supply.  
J. WALDO SMITH, Chief Engineer.  
THOMAS HASSETT, Secretary.

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**See General Instructions to Bidders on the last page, last column, of the "City Record."**

## BOROUGH OF THE BRONX.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF THE BRONX, MUNICIPAL BUILDING, CROTONA PARK, ONE HUNDRED AND SEVENTY-SEVENTH STREET AND THIRD AVENUE.

**SEALED BIDS OR ESTIMATES WILL BE** received by the President of the Borough of The Bronx at the above office until 11 o'clock a. m. on

**TUESDAY, MARCH 23, 1909,**

No. 1. FOR FURNISHING AND DELIVERING HARD COAL CLEAN STEAM BOILER ASHES.

6,000 cubic yards of hard coal clean steam boiler ashes, to be furnished and delivered within two and one-half miles of the docks in the Borough of The Bronx, at such times and in such quantities as may be directed.

The time allowed for the completion of the contract will be sixty (60) days from the date of the contract.

The amount of security required will be Eighteen Hundred Dollars (\$1,800).

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.

m12,23

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

## 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 Commissioner.

## BOARD OF ESTIMATE AND APPORTIONMENT.

**NOTICE IS HEREBY GIVEN THAT THE** Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to lay out a tentative street system within the territory approximately bounded by the southerly bulkhead line of the United States Ship Canal, West Two Hundred and Nineteenth street and the prolongation thereof, Seaman avenue, West Two Hundred and Eighteenth street, Broadway, Isham street, Seaman avenue, Emerson place, Isham avenue and the prolongation of Isham street, and establish grades for the same, as shown upon a map bearing the signature of the Secretary of the Board of Estimate and Apportionment, and dated January 18, 1909; or, so as to lay out Two Hundred and Fifteenth street, from Park Terrace East to Broadway, and establish grades therefor, and change the grades of Two Hundred and Fifteenth street, from Isham street to Park Terrace East, Borough of Manhattan, as shown on plan presented by the President of the Borough, and dated July 28, 1908, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on March 26, 1909, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; of which is more particularly set forth and described in the following resolutions adopted by the Board on February 26, 1909, notice of the adoption of which is hereby given, viz:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by laying out a tentative street system within the territory approximately bounded by the southerly bulkhead line of the United States Ship Canal, West Two Hundred and Nineteenth street and the prolongation thereof, Seaman avenue, West Two Hundred and Eighteenth street, Broadway, Isham street, Seaman avenue, Emerson place, Isham avenue and the prolongation of Isham street, and establishing grades for the same, in the Borough of Manhattan, City of New York, more particularly shown upon a map bearing the signature of the Secretary of the Board of Estimate and Apportionment, and dated January 18, 1909; or (alternative plan) by laying out Two Hundred and Fifteenth street, from Park Terrace East to Broadway, and establishing grades therefor; and changing the grade of Two Hundred and Fifteenth street, from Isham street to Park Terrace East, as shown on plan presented by the President of the Borough of Manhattan, and dated July 28, 1908.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 26th day of March, 1909, at 10.30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be



published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 26th day of March, 1909.

Dated March 13, 1909.  
JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

m13,24

**NOTICE IS HEREBY GIVEN THAT THE** Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York, so as to lay out a public place, bounded by Bedford avenue, Wallabout street and Lynch street, Borough of Brooklyn, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on March 26, 1909, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on February 26, 1909, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442, of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York, by laying out a public place, bounded by Bedford avenue, Wallabout street and Lynch street, in the Borough of Brooklyn, City of New York.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 26th day of March, 1909, at 10.30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 26th day of March, 1909.

Dated March 13, 1909.  
JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

m13,24

**NOTICE IS HEREBY GIVEN THAT THE** Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Gun Hill road, between Burke avenue and Arnov avenue, Borough of The Bronx, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on March 26, 1909, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on February 26, 1909, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442, of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grade of Gun Hill road, between Burke avenue and Arnov avenue, in the Borough of The Bronx, City of New York, more particularly shown upon a map signed by the President of the Borough of The Bronx and bearing date of December 21, 1908.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 26th day of March, 1909, at 10.30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 26th day of March, 1909.

Dated March 13, 1909.  
JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

m13,24

**NOTICE IS HEREBY GIVEN THAT THE** Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to establish the lines and grades of Woodside avenue, between Gravesend avenue and East Second street, Borough of Brooklyn, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on March 26, 1909, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on February 26, 1909, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442, of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by establishing the lines and grades of Woodside avenue, between Gravesend avenue and East Second street, in the Borough of Brooklyn, City of New York, more particularly shown upon a map bearing the signature of the Commissioner of Public Works, and dated October 22, 1908.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 26th day of March, 1909, at 10.30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 26th day of March, 1909.

Dated March 13, 1909.  
JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

m13,24

**NOTICE IS HEREBY GIVEN THAT THE** Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to strike therefrom that portion of Silver street lying between Catalpa avenue and Onderdonk avenue, Second Ward, Borough of Queens, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on March 26, 1909, at 10.30 o'clock a. m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on February 26, 1909, notice of the adoption of which is hereby given, viz.:

posed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on February 26, 1909, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442, of the Greater New York Charter as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by striking therefrom that portion of Silver street lying between Catalpa avenue and Onderdonk avenue, Second Ward, in the Borough of Queens, City of New York, more particularly shown upon a map or plan signed by the President of the Borough of Queens and dated January 26, 1909.

Resolved, That this Board consider the proposed change at a meeting of the Board to be held in the City Hall, Borough of Manhattan, City of New York, on the 26th day of March, 1909, at 10.30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 26th day of March, 1909.

Dated March 13, 1909.  
JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

m13,24

**NOTICE IS HEREBY GIVEN THAT AT** the meeting of the Board of Estimate and Apportionment held on February 26, 1909, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Seventy-eighth street, from Narrows avenue to the westerly line of New Utrecht avenue, and from the easterly line of New Utrecht avenue to Stillwell avenue, in the Borough of Brooklyn, City of New York; and

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

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

Beginning at a point on the easterly line of Stillwell avenue, where it is intersected by the prolongation of a line midway between Seventy-seventh street and Seventy-eighth street, and running thence eastwardly at right angles to Stillwell avenue, a distance of 100 feet; thence southwardly and parallel with Stillwell avenue to the intersection with a line at right angles to Stillwell avenue and passing through a point on its westerly side where it is intersected by the prolongation of a line midway between Seventy-eighth street and Seventy-ninth street; thence westwardly along the said line at right angles to Stillwell avenue to its westerly side; thence northwardly along a line always midway between Seventy-eighth street and Seventy-ninth street, and along the prolongations of the said line, to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the centre lines of Seventy-eighth street and Seventy-ninth street, as laid out between Narrows avenue and First avenue; thence northwardly along the said bisecting line to the intersection with a line distant 100 feet northwardly from and parallel with the northwesterly line of Narrows avenue, the said distance being measured at right angles to the line of Narrows avenue; thence northeastwardly and parallel with Narrows avenue to the intersection with the prolongation of a line midway between Seventy-seventh street and Seventy-eighth street; thence southeastwardly along a line always midway between Seventy-seventh street and Seventy-eighth street, and along the prolongations of the said line to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 26th day of March, 1909, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD and the corporation newspapers for ten days prior to the 26th day of March, 1909.

Dated March 18, 1909.  
JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

m13,24

**NOTICE IS HEREBY GIVEN THAT, AT** the meeting of the Board of Estimate and Apportionment held on February 26, 1909, the following resolutions were adopted:

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

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

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

Bounded on the north by a line distant 100 feet northwardly from and parallel with the northwesterly line of Belmont avenue, the said distance being measured at right angles to the line of Belmont avenue; on the east by a line midway between Barbey street and Jerome street as laid out north of New Lots road, and by the prolongation of the said line; on the south by a line distant 100 feet southwardly from and parallel with the southerly line of New Lots avenue, the said distance being measured at right angles to New Lots avenue, and on the west by a line midway between Schenck avenue and Barbey street as laid out north of New Lots avenue, and by the prolongation of the said line.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 26th day of March, 1909, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD and the corporation newspapers for ten days prior to the 26th day of March, 1909.

sons affected thereby to be published in the CITY RECORD and the corporation newspapers for ten days prior to the 26th day of March, 1909.

Dated March 13, 1909.  
JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

m13,24

**NOTICE IS HEREBY GIVEN THAT, AT** the meeting of the Board of Estimate and Apportionment held on February 26, 1909, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Seventy-second street, from Fort Hamilton avenue to Thirteenth avenue, and from Seventeenth avenue to Twenty-second avenue; of Seventy-third street, from Tenth avenue to Thirteenth avenue; of Seventy-fourth street, from Tenth avenue to Eleventh avenue, from Sixteenth avenue to the westerly line of New Utrecht avenue, and from the easterly line of New Utrecht avenue to Twenty-second avenue, and of Seventy-fifth street, from Tenth avenue to the westerly line of New Utrecht avenue, and from the easterly line of New Utrecht avenue to Twenty-second avenue, in the Borough of Brooklyn, City of New York; and

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

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

Beginning at a point on the prolongation of a line midway between Seventy-first street and Seventy-second street distant 100 feet southeastwardly from the southeastwardly line of Twenty-second avenue, and running thence southwestwardly and parallel with Twenty-second avenue to a point midway between Seventy-eighth street and Seventy-ninth street; thence northwestwardly along a line midway between Seventy-eighth street and Seventy-ninth street to a point distant 350 feet northwardly from the northwesterly line of Tenth avenue; thence northeastwardly and parallel with Tenth avenue to a point midway between Seventy-second street and Seventy-third street; thence northwestwardly along a line midway between Seventy-second street and Seventy-third street to the intersection with a line distant 100 feet northwardly from and parallel with the northwesterly line of Fort Hamilton avenue, the said distance being measured at right angles to Fort Hamilton avenue; thence northeastwardly along the said line parallel with Fort Hamilton avenue to a point midway between Seventy-first street and Seventy-second street; thence southeastwardly along a line midway between Seventy-first street and Seventy-second street, and along the prolongation of the said line to the point or place of beginning. (Excluding, however, from the above-described area such lands as may be exempt from assessment under the provisions of section 992 of the Charter.)

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 26th day of March, 1909, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD and the corporation newspapers for ten days prior to the 26th day of March, 1909.

Dated March 13, 1909.  
JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

m13,24

**NOTICE IS HEREBY GIVEN THAT AT** the meeting of the Board of Estimate and Apportionment held on February 26, 1909, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Olmstead avenue (formerly Avenue D, south of Westchester avenue and Jefferson street northwesterly therefrom), between Protective avenue and the bulkhead line of Pugsleys Creek; of Odell street (Jackson street), between Unionport road and Protective avenue, and of Purdy street (Washington street), between Westchester avenue and Protective avenue, in the Borough of The Bronx, City of New York; and

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

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

Beginning at a point on the northerly bulkhead line of Pugsleys Creek where it is intersected by the prolongation of a line midway between Olmstead avenue and Pugsleys avenue, as these streets are laid out between Lafayette avenue and Newbold avenue, and running thence northwardly along the said line midway between Olmstead avenue and Pugsleys avenue, and along the prolongations of the said line, to the southerly line of McGraw avenue, the said distance being measured at right angles to the line of McGraw avenue; thence eastwardly and parallel with McGraw avenue to the intersection with a line distant 100 feet westerly from and parallel with the westerly line of Olmstead avenue, as laid out between Unionport road and Protective avenue, the said distance being measured at right angles to the line of Olmstead avenue; thence northwardly along the said line parallel with Olmstead avenue, and along the prolongation of the said line to a point distant 100 feet westerly from the westerly line of Protective avenue, the said distance being measured at right angles to the line of Protective avenue; thence northwardly and always parallel with Protective avenue to the intersection with the prolongation of a line distant 100 feet northwardly from and parallel with the northerly line of Parker street, as laid out between Protective avenue and Castle Hill avenue, the said distance being measured at right angles to the line of Parker street; thence eastwardly along the said line parallel with Parker street, and along the prolongation of the said line, to the intersection with the prolongation of a line midway between Castle Hill avenue and Purdy street; thence southwardly along the said line midway between Castle Hill avenue and Purdy street, and along the prolongations of the said line, to a point

distant 100 feet southerly from the southerly line of Westchester avenue; thence westwardly and parallel with the Westchester avenue to the intersection with the prolongation of a line midway between Olmstead avenue and Castle Hill avenue, as these streets are laid out between Lafayette avenue and Newbold avenue; thence southwardly along the said line midway between Olmstead avenue and Castle Hill avenue, and along the prolongations of the said line, to the northerly line of Barrett avenue; thence southwardly at right angles to Barrett avenue to the northerly bulkhead line of Pugsleys Creek; thence westwardly along the said bulkhead line of Pugsleys Creek to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 26th day of March, 1909, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD for ten days prior to the 26th day of March, 1909.

Dated March 13, 1909.  
JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

m13,24

**NOTICE IS HEREBY GIVEN THAT AT** the meeting of the Board of Estimate and Apportionment held on February 26, 1909, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of McGraw avenue, between Beach avenue (Clasons Point road) and Unionport road, in the Borough of The Bronx, City of New York; and

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

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

Beginning at a point on the prolongation of a line distant 100 feet northwardly from and parallel with the northerly line of McGraw avenue, the said distance being measured at right angles to McGraw avenue, where it is intersected by a line distant 100 feet northwardly from and parallel with the northerly line of Unionport road, the said distance being measured at right angles to Unionport road, and running thence southeastwardly along the said line parallel with Unionport road to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the centre lines of McGraw avenue and Benedict avenue as these streets are laid out east of Pugsleys avenue; thence westwardly along the said bisecting line to the intersection with a line distant 100 feet southerly from and parallel with the southerly line of McGraw avenue, the said distance being measured at right angles to McGraw avenue; thence westwardly along the said line parallel with McGraw avenue to the intersection with the easterly line of Storow street; thence westwardly in a straight line to a point in the westerly line of Storow street where it is intersected by a line bisecting the angle formed by the intersection of the prolongations of the southerly line of McGraw avenue and the northerly line of Westchester avenue as these streets are laid out between White Plains road and Beach avenue; thence westwardly along the said bisecting line to a point distant 100 feet westerly from the westerly line of Beach avenue, the said distance being measured at right angles to the line of Beach avenue; thence northwardly and always 100 feet westerly from and parallel with the westerly line of Beach avenue to the intersection with the prolongation of a line midway between McGraw avenue and Wood avenue as these streets are laid out west of White Plains road; thence eastwardly along the said line midway between McGraw avenue and Wood avenue, and along the prolongation of the said line, to the intersection with a line bisecting the angle formed by the intersection of the prolongations of the centre lines of Wood avenue and McGraw avenue as these streets are laid out between Storow street and Gray street; thence eastwardly along the said bisecting line to a point distant 100 feet northwardly from the northerly line of McGraw avenue, the said distance being measured at right angles to McGraw avenue; thence eastwardly and always 100 feet northwardly from and parallel with the northerly line of McGraw avenue, and the prolongation thereof, to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 26th day of March, 1909, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD for ten days prior to the 26th day of March, 1909.

Dated March 13, 1909.  
JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

m13,24

**NOTICE IS HEREBY GIVEN THAT AT** the meeting of the Board of Estimate and Apportionment held on February 26, 1909, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Avenue N, from the angle point near East Sixty-fourth street to Paerdegat Basin; of the street, or public place, bounded by the easterly line of Ralph avenue, the prolongation of the southerly line of Avenue N as laid out westerly from Ralph avenue, and the prolongation of the southerly line of Avenue N as laid out easterly from Island avenue, and of that portion of Ralph avenue between Avenue N and a line at right angles to Ralph avenue, passing through a point on its easterly side where it is intersected by the southerly line of the aforesaid street or public place, in the Borough of Brooklyn, City of New York; and

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

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



posed area of assessment for benefit in this proceeding:

Beginning at a point on the easterly line of Ralph avenue where it is intersected by the prolongation of a line midway between Avenue N, as laid out easterly from Island avenue, and Avenue T, and running thence westwardly at right angles to Ralph avenue to the intersection with a line midway between East Fifty-seventh street and East Fifty-eighth street; thence northwardly along the said line midway between East Fifty-seventh street and East Fifty-eighth street to the intersection with a line midway between Avenue M and Avenue N; thence eastwardly along the said line midway between Avenue M and Avenue N, and the prolongation thereof, to the intersection with a line midway between Avenue M and Avenue N as these streets are laid out easterly from Ralph avenue; thence northeastwardly along the said line midway between Avenue M and Avenue N to the intersection with the southwesterly bulkhead line of Paerdegat Basin; thence southeastwardly along the said bulkhead line to the intersection with a line midway between Avenue N and Avenue T; thence southwestwardly along the said line midway between Avenue N and Avenue T, and the prolongation thereof, to the point of place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 26th day of March, 1909, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record and the corporation newspapers for ten days prior to the 26th day of March, 1909.

Dated March 13, 1909.  
JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

m13,24

**NOTICE IS HEREBY GIVEN THAT AT** the meeting of the Board of Estimate and Apportionment held on February 26, 1909, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Skillman place, from Hunter avenue to Jackson avenue, in the First Ward, in the Borough of Queens, City of New York; and

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

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

Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly lines of Skillman place, and by the prolongation of the said line; on the east by a line distant 100 feet easterly from and parallel with the easterly line of Jackson avenue; on the south by a line distant 100 feet southerly from and parallel with the southerly line of Skillman place, and by the prolongations of the said line; and on the west by a line distant 50 feet easterly from and parallel with the easterly line of Academy street.

All distances are intended to be measured at right angles to the line to which they are referred.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 26th day of March, 1909, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record for ten days prior to the 26th day of March, 1909.

Dated March 13, 1909.  
JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

m13,24

**NOTICE IS HEREBY GIVEN THAT AT** the meeting of the Board of Estimate and Apportionment held on February 26, 1909, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Addison place, from Laurel Hill boulevard to Anable avenue; and of Gosman avenue, from Borden avenue to Barnett avenue, and from Dreyer avenue to Jackson avenue, in the Borough of Queens, City of New York; and

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

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

Beginning at a point on a line midway between Fifteenth avenue and Sixteenth avenue, distant 100 feet northerly from the northerly line of Jackson avenue, the said distance being measured at right angles to Jackson avenue, and running thence eastwardly and always distant 100 feet northerly from and parallel with the northerly line of Jackson avenue to the intersection with the prolongation of a line midway between Fitting street and Stone street, as these streets are laid out between Middleburg avenue and Queens boulevard; thence southwardly along the said line midway between Fitting street and Stone street, and along the prolongations of the said line to a point distant 100 feet southerly from the southerly line of Borden avenue, the said distance being measured at right angles to Borden avenue; thence westwardly and always distant 100 feet southerly from and parallel with the southerly line of Borden avenue to the intersection with the prolongation of a line midway between Packard street and Bliss street; thence northwardly along the said line midway between Packard street and Bliss street, and along the prolongations of the said line to the intersection with the prolongation of a line midway between Fifteenth avenue and Sixteenth avenue; thence northwardly along the said line midway between Fifteenth avenue and Sixteenth avenue, and along the prolongation of the said line to the point of place of beginning.

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

Borough of Manhattan, in the City Hall, on the 26th day of March, 1909, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record for ten days prior to the 26th day of March, 1909.

Dated March 13, 1909.  
JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

m13,24

**NOTICE IS HEREBY GIVEN THAT AT** the meeting of the Board of Estimate and Apportionment, held on February 26, 1909, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Anderson street, from Pennsylvania avenue to St. Marys avenue, in the Fourth Ward, in the Borough of Richmond, City of New York; and

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

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

Bounded on the north by a line distant 100 feet northerly from and parallel with the northerly line of St. Marys avenue, the said distance being measured at right angles to St. Marys avenue; on the east by a line distant 250 feet easterly from and parallel with the easterly line of Anderson street, the said distance being measured at right angles to Anderson street; on the south by a line distant 100 feet southerly from and parallel with the southerly line of Pennsylvania avenue, the said distance being measured at right angles to Pennsylvania avenue, and on the west by the easterly property line of the Staten Island Rapid Transit Railroad.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board, to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 26th day of March, 1909, at 10.30 a. m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record for ten days prior to the 26th day of March, 1909.

Dated March 13, 1909.  
JOSEPH HAAG, Secretary,  
No. 277 Broadway, Room 1406.  
Telephone, 2280 Worth.

m13,24

**PUBLIC NOTICE IS HEREBY GIVEN THAT** at the meeting of the Board of Estimate and Apportionment, held this day, the following proceedings were had:

Whereas, The New York and North Shore Traction Company, has, under date of December 16, 1908, and January 18, 1909, made application to this Board for the grant of the right, privilege and franchise to construct, maintain and operate a street surface railway as an extension to its proposed route upon and along various streets and avenues from the Village of Flushing to the Village of Whitestone, in the Borough of Queens, together with certain alternative routes, as set forth in said petition; and

Whereas, Section 92 of the Railroad Law, and sections 72, 73 and 74 of the Greater New York Charter, as amended by chapters 629 and 630 of the Laws of 1905, provide for the manner and procedure of making such grants; and

Whereas, In pursuance of such laws, this Board adopted a resolution on December 18, 1908, fixing January 22, 1909, as the date for public hearing on the first named petition, at which citizens were entitled to appear and be heard, and publication was had for at least fourteen (14) days in the "Flushing Evening Journal" and the "Long Island City Daily Star," 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, On January 22, 1909, the public hearing on the petition dated December 16, 1908, was continued until February 19, 1909, and the Board adopted a resolution on January 22, 1909, fixing the date for public hearing on the petition dated January 18, 1909, as February 19, 1909, at which citizens were entitled to appear and be heard, and publication was had for at least fourteen (14) days in the "Flushing Evening Journal" and the "Long Island City Daily Star," 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 the public hearing on the petition dated December 16, 1908, was concluded on such day; and

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

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

Resolved, That the Board of Estimate and Apportionment hereby grants to the New York and North Shore Traction Company the franchise or right fully set out and described in the following form of proposed contract for the grant thereof, embodying all 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, by and between The City of New York (hereinafter called the City), party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), and the New York and North Shore Traction Company (hereinafter called the Company), party of the second part, witnesseth:

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

Section 1. The City hereby grants to the Company, subject to the conditions and provisions hereinafter set forth, the right and privilege to

construct, maintain and operate a double-track street surface railway, with the necessary wires and equipment, for the purpose of conveying persons and property in the Borough of Queens, in The City of New York, upon the following route, to wit:

Beginning at and connecting with the proposed tracks of the Company to be constructed upon a route for which a franchise was granted by a contract dated February 1, 1909, on Chestnut street at Murray lane; thence northerly in and upon Murray lane to Higgins lane; thence easterly in and upon Higgins lane to a point where Ninth avenue if extended would intersect said Higgins lane; thence northerly through private property along the line of Ninth avenue to Fourth street; thence westerly in and upon Fourth street to Eighth avenue; thence northerly in and upon Eighth avenue to Twenty-first street; thence easterly in and upon Twenty-first street to Eleventh avenue; thence northerly in and upon Eleventh avenue to a point about 300 feet north of the north side line of the Boulevard in the former Village of Whitestone, all in the Borough of Queens.

One of the following alternative routes may be used in the place of and upon the abandonment of the portion of the route above described between the intersection of Chestnut street and Murray lane and the intersection of Fourth street and Eighth avenue:

(1) Beginning at and connecting with the proposed tracks of the Company to be constructed upon the route for which a franchise was granted to the Company by a contract dated February 1, 1909, in Chestnut street at Van Riper avenue, so called; thence northerly in and upon Van Riper avenue to and across Bayside avenue; thence northerly through private property to Higgins lane at a point thereon near the intersection of said Higgins lane with Seventh avenue; thence easterly in and upon Higgins lane from said point to Seventh avenue; thence northerly in and upon Seventh avenue to Fourth street; thence easterly in and upon Fourth street to Eighth avenue, and there connecting with the route first herein described.

(2) Beginning and connecting with the proposed tracks of the Company to be constructed upon the route for which a franchise was granted to the Company by a contract dated February 1, 1909, in Chestnut street at Brewster avenue; thence in and upon Brewster avenue to and across Bayside avenue; thence northerly through private property to Higgins lane at a point thereon westerly from the intersection of said Higgins lane with Seventh avenue; thence easterly in and upon Higgins lane from said point to Seventh avenue; thence northerly in and upon Seventh avenue to Fourth street; thence easterly in and upon Fourth street to Eighth avenue, and there connecting with the route first herein described.

(3) Beginning and connecting with the proposed tracks of the Company to be constructed upon the route for which a franchise was granted to the Company by a contract dated February 1, 1909, in Chestnut street, at a point near the intersection of Central avenue with Chestnut street; thence northerly upon private property, and crossing Bayside avenue; thence, still upon private property, to Higgins lane, at a point thereon near the intersection of said Higgins lane with Seventh avenue; thence in and upon Higgins lane to Seventh avenue; thence northerly in and upon Seventh avenue to Fourth street; thence easterly in and upon Fourth street to Eighth avenue, and there connecting with the route first herein described.

The said routes, with switches and cross-overs, are shown upon a map entitled:

"Map showing proposed street surface railway of the New York and North Shore Traction Company in the Borough of Queens, to accompany petition for a franchise to the Board of Estimate and Apportionment, dated December 17, 1908, and also petition dated January 18, 1909, to said Board."

—and signed by John J. Stanley, President, and Charles H. Clark, Consulting Engineer, a copy of which is attached hereto, is to be deemed a part of this contract, is to be construed with the text thereof, and is to be substantially followed, provided that deviations therefrom and additional switches and crossovers which are consistent with the foregoing description and the other provisions of this contract may be permitted by resolution of the Board.

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

First—It is agreed that the Company before commencing construction on any portion of the routes herein described lying between Chestnut street and the intersection of Fourth street with Eighth avenue, shall notify the Board in writing which one of the three routes herein described between Chestnut street and the intersection of Fourth street with Eighth avenue the Company selects and adopts as the route upon which it shall construct the railway. Upon such notification by the Company to the Board all of the rights and privileges hereby granted upon the routes not so selected and designated shall be considered null and void and of no effect, and the Company shall be deemed thereupon to have waived all rights or franchises which are hereby granted upon the routes not so selected and designated by the Company. The Company further agrees that it shall select and designate its route as herein provided not later than six months from the date upon which this contract is signed by the Mayor.

Second—The consent in writing of the owners of half in value of the property bounded on said streets and avenues to the construction and operation of said railway shall be obtained by the Company within six (6) months from the signing of this contract by the Mayor, and a copy of such consents shall be filed with the Board within such time, or in the event that such consents cannot be obtained within such time, the Company shall, within one (1) month thereafter, make application to the Appellate Division of the Supreme Court for the appointment of Commissioners in the manner provided by the Railroad Law to determine if said railway ought to be constructed; otherwise this grant shall cease and determine.

Third—The said right to construct, maintain and operate said railway shall be held and enjoyed by the Company from the date upon which this contract is signed by the Mayor until February 1, 1934, with the privilege of renewal of said contract for the further period of twenty-five (25) years, upon a fair revaluation of such right and privilege.

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

If the Company and the Board shall not reach such agreement on or before the day one year

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

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

(a) The sum of five thousand dollars (\$5,000) in cash within four (4) months after the date on which this contract is signed by the Mayor, and before anything is done in exercise of the privilege hereby granted.

(b) During the first term of five (5) years an annual sum, which shall in no case be less than one thousand five hundred and seventy-five dollars (\$1,575), and which shall be equal to three (3) per cent. of its gross annual receipts if such percentage shall exceed the sum of one thousand five hundred and seventy-five dollars (\$1,575).

During the second term of five (5) years an annual sum, which shall in no case be less than two thousand six hundred and fifty dollars (\$2,650), and which shall be equal to five (5) per cent. of its gross annual receipts, if such percentage shall exceed the sum of two thousand six hundred and fifty dollars (\$2,650).

During the third term of five (5) years an annual sum, which shall in no case be less than two thousand nine hundred dollars (\$2,900), and which shall be equal to five (5) per cent. of its gross annual receipts, if such percentage shall exceed the sum of two thousand nine hundred dollars (\$2,900).

During the fourth term of five (5) years an annual sum, which shall in no case be less than three thousand eight hundred and fifty dollars (\$3,850), and which shall be equal to six (6) per cent. of its gross annual receipts, if such percentage shall exceed the sum of three thousand eight hundred and fifty dollars (\$3,850).

During the remaining term of five (5) years an annual sum, which shall in no case be less than four thousand two hundred dollars (\$4,200), and which shall be equal to six (6) per cent. of its gross annual receipts, if such percentage shall exceed the sum of four thousand two hundred dollars (\$4,200).

The gross annual receipts mentioned above shall be that portion of the gross earnings of the Company from all sources within the limits of the City as shall bear the same proportion to such gross earnings as the length of the extension hereby granted shall bear to the entire length of the railway of the Company in operation within the limits of the City.

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

All annual charges as above shall be paid into the treasury of the City on November 1 of each year, and shall be for the amount due to September 30 next preceding.

Provided that the first annual payment shall be only for that proportion of the first annual charge as the time between the date upon which this contract is signed by the Mayor and September 30 following shall bear to the whole of one year.

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

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

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.

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

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

The use of said railway which shall be constructed by the Company under this contract, including the tracks, wires and other equipment, or



any structure in public streets and avenues owned by the Company and used in connection therewith, shall be permitted by the Company to any individual or corporation to which the City may have granted, or may hereafter grant, the right or privilege to use such streets and avenues hereinbefore described, for street railway purposes, for a distance not exceeding two thousand (2,000) feet, upon payment of an annual sum by such individual or corporation to the Company, which shall not exceed the legal interest on such proportion of the whole cost of the construction of such railway and structures, and of the cost of keeping the tracks and track equipment in repair, as the number of cars operated by such company or individual shall bear to the number of cars operated by the companies then using the same, together with the actual cost of the power necessary for the operation of the cars thereon of such individual or corporation and the cost of laying and repairing of pavement and removal of snow and ice, and all the other duties imposed upon the Company by the terms of this contract in connection with the maintenance or the operation of the said railway so used. Provided, however, that if in the opinion of the Company the legal rate of interest of the cost of such railway shall be an insufficient sum to pay for the use of such tracks, it may appeal to the Board, and the Board may fix a percentage of the cost to be paid to the Company at a sum in excess of the legal rate of interest, if in its opinion such action is justified.

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

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

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

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

Ninth—The Company shall commence construction of the railway herein authorized within six (6) months from the date upon which the consents of the property owners are obtained, or from the date upon which the decision of the Appellate Division of the Supreme Court that such railway ought to be constructed is rendered in lieu of such consents, and shall complete the construction and place the same in full operation within eighteen (18) months from the date of obtaining such consents or such decision, otherwise this right shall cease and determine, and all sums paid, or which may be deposited with the Comptroller of the City, as hereinafter provided, shall thereupon be forfeited to the City; provided, that such periods may be extended by the Board for a period or periods not exceeding in the aggregate six months each; and provided, further, that when the commencement or completion of said construction shall be prevented by legal proceedings in any court or by works of public improvement, or from other causes not within control of the Company, the time for the commencement or completion of such construction may be extended for the period of such prevention, but no delay shall be allowed for unless the court proceedings shall be diligently prosecuted by the Company; and provided, further, that in no case shall such delay be deemed to begin until the Company shall have given written notice to the Board of any such court proceedings or other occasion of delay, and deliver to the Board copies of any injunction or other orders, and the papers upon which the same shall have been granted, and unless upon the request of the Board the Company shall, in writing, consent that the Board, either in its own name as a party, or in the name of the City as a party, may intervene in any such proceedings.

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

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

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

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

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

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

Provided, however, that the Board, at any time after the first ten (10) years of this contract, upon giving to the Company one year's notice, may require the Company to operate its railway upon the whole or upon any portion of its route by underground electric power substantially similar to the system now in use on the street surface railways in the Borough of Manhattan, or by any

other practical motive power then in use which does not require the use of poles and overhead wires in the streets and avenues, and thereupon to discontinue the use of the overhead trolley system, and to remove its poles, wires and other structures used by it for that purpose from the streets and avenues of the City.

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

Fourteenth—The rate of fare for any passenger upon said railway shall not exceed five (5) cents, and the Company shall not charge any passenger more than five (5) cents for one continuous ride from any point on said railway, or a line or branch operated in connection therewith, to any point thereof, or of any connecting line or branch thereof, within the limits of the City.

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

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

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

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

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

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

Nineteenth—Cars on the said railway shall run at intervals of not more than thirty minutes, both day and night, and as much oftener as reasonable convenience of the public may require, or as may be directed by the Board. Provided, however, that the Company, during the first five years of this contract, shall not be required to operate its cars between the hours of 1 o'clock a. m. and 5 o'clock a. m., each day, unless the Board shall determine after a hearing had thereon that public convenience requires the operation of cars during said hours.

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

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

Twenty-second—As long as the said railway, or any portion thereof, remains in any street or avenue, the Company shall pave and keep in permanent repair that portion of the surface of the street or avenue in which the said railway is constructed, between its tracks, the rails of its tracks and for a distance of two feet beyond the rails on either side thereof, under the supervision of the local authorities, whenever required by them to do so, and in such manner as they may prescribe. And the City shall have the right to change the material or character of the pavement of any street or avenue, and in that event the Company shall be bound to replace such pavement in the manner directed by the proper City officer, at its own expense, and the provision as to repairs herein contained shall apply to such renewed or altered pavement.

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

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

Twenty-fifth—Should, in the opinion of the President of the Borough of Queens, the present roadway of any of the said streets and avenues be of insufficient width to accommodate both railway and other vehicular traffic, the Company shall widen such roadway under the direction of the President of the Borough of Queens to a width sufficient to accommodate such traffic, provided that no roadway shall be widened beyond the total width of the street or avenue.

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

Twenty-seventh—If at any time before or during construction of the railway the Board

should deem any of the streets and avenues on which said railway is to be constructed of insufficient width to accommodate both railway and other vehicular traffic, the Company shall either construct and operate its railway upon a private right of way outside of the lines of such streets, or avenues, or shall purchase and cede to the City a strip of land adjacent thereto, for the purpose of widening the same to a width sufficient for the use of a street surface railway and for the accommodation of other vehicular traffic. If such street or avenue is so widened the Company shall grade the roadway thereon as directed by the City official having jurisdiction over the construction of streets and avenues.

Twenty-eighth—Where the bridges, viaducts or culverts encountered in the route are of insufficient width to carry the roadway as the same may be widened as herein provided, or of insufficient strength to bear the additional load of a street surface railway, the Company shall either carry its tracks upon new structures independent of the existing ones, so as not to interfere with the present and future use by the City of such bridges, viaducts or culverts, or shall, without cost to the City, construct new bridges, viaducts or culverts sufficiently wide to carry the roadway as the same may be widened, as herein provided.

Provided, however, that the Company shall not be required to pay the portion of the cost of strengthening or rebuilding of the existing bridge across the tracks of the Long Island Railroad at Eighth avenue, which the Long Island Railroad Company shall be required to pay, pursuant to law.

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

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

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

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

Thirty-second—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 railway constructed and in use by virtue of this contract shall thereupon become the property of the City without proceedings at law or in equity. Provided, however, that such action by the Board shall not be taken until the Board shall give notice to the Company to appear before it on a certain day, not less than ten (10) days after the date of such notice, to show cause why such resolution declaring the contract forfeited should not be adopted. In case the Company fails to appear action may be taken by the Board forthwith.

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

Thirty-fourth—The grant of this privilege is subject to whatever right, title or interest the owners of abutting property or others may have in and to the streets and avenues in which the Company is authorized to operate.

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

Thirty-sixth—This grant is upon the express condition that the Company, within thirty (30) days after the signing of this contract by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with

the Comptroller of the City the sum of five thousand dollars (\$5,000), 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 privilege hereby granted, the efficiency of the public service rendered, the repairs of the street pavement, the removal of snow and ice and the quality of construction of the railway, and in case of default in the performance by the Company of such terms and conditions the City shall have the right to cause the work to be done and the materials to be furnished for the performance thereof after due notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings; or, after default in the payment of the annual charges, shall collect the same, with interest, from the said fund after ten days' notice in writing to the Company; or, in case of failure to keep the said terms and conditions of this contract relating to the headway, heating and lighting of cars, fenders, wheel guards and watering of street pavements, the Company shall pay a penalty of fifty dollars (\$50) per day for each day of violation, and the further sum of ten dollars (\$10) per day for each car that shall not be properly heated, lighted or supplied with fenders or wheel guards, in case of the violation of the provisions relating to those matters.

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

The Comptroller of the City, on complaint made, shall, in writing, notify the Company, through its President, to appear before him on a certain day not less than ten (10) days after the date of such notice, to show cause why it should not be penalized in accordance with the foregoing provisions. If the Company fails to make an appearance, or, after a hearing, appears in the judgment of the Comptroller to be in fault, said Comptroller shall forthwith impose the prescribed penalty, or where the amount of the penalty is not prescribed herein, such amount as appears to him to be just, and without legal procedure withdraw the amount of such penalty from the security fund deposited with him. In case of any drafts made upon the security fund the Company shall, upon ten (10) days' notice, in writing, pay to the Comptroller of the City a sum sufficient to restore said security fund to the original amount of five thousand dollars (\$5,000), and in default thereof this contract shall be canceled and annulled at the option of the Board, acting in behalf of the City. No action or proceeding or right under the provisions of this contract shall affect any other legal rights, remedies or causes of action belonging to the City.

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

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

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

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

Sec. 4. The Company promises, covenants and agrees on its part and behalf to conform to and abide by and perform all the terms, conditions and requirements in this contract fixed and contained.

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

THE CITY OF NEW YORK,

By \_\_\_\_\_, Mayor.

[CORPORATE SEAL.]

Attest: \_\_\_\_\_, City Clerk.

NEW YORK AND NORTH SHORE TRAC-

TION COMPANY,

By \_\_\_\_\_, President.

[SEAL.] \_\_\_\_\_, Secretary.

(Here add acknowledgments.)

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

Resolved, That these preambles and resolutions, including the said resolution for the grant of a franchise or right applied for by the New York and North Shore Traction Company, and the said form of a proposed contract for the grant of such franchise or right, containing said results of such inquiry after the same shall be entered in the minutes of this Board, shall be published for at least twenty (20) days immediately prior to Friday, April 2, 1909, in the City Record, and at least twice during the ten (10) days immediately prior to April 2, 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 New York and North Shore Traction Company, together with the following notice, to wit:

Notice is hereby given that the Board of Estimate and Apportionment, before authorizing any contract for the grant of the franchise or right applied for by the New York and North Shore Traction Company, and fully set forth and described in the foregoing form of proposed contract for the grant of such franchise or right, and before adopting any resolution authorizing 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, April 2, 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, February 19, 1909.  
m10,a2

## DEPARTMENT OF STREET CLEANING.

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1403, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE COMMISSIONER OF STREET CLEANING AT THE ABOVE OFFICE UNTIL 12 O'CLOCK M. ON

FRIDAY, MARCH 26, 1909.

### Borough of Brooklyn.

CONTRACT FOR FURNISHING AND DELIVERING FORAGE.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before June 30, 1909.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

### Borough of Manhattan.

CONTRACT FOR FURNISHING AND DELIVERING FORAGE.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before June 30, 1909.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

### Borough of The Bronx.

CONTRACT FOR FURNISHING AND DELIVERING FORAGE.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before June 30, 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 of each item or article contained in the specifications or schedules herein contained or hereto annexed, per hundred pounds 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 contract, and awards made to the lowest bidder on each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, the Borough of Manhattan, Nos. 13 to 21 Park row.

WM. H. EDWARDS, Commissioner.  
Dated March 11, 1909.  
m13,26

See General Instructions to Bidders on the last page, last column, of the "City Record."

## PUBLIC NOTICE.

### SALE OF UNUSED PROPERTY, BOROUGH OF BROOKLYN.

NOTICE IS HEREBY GIVEN THAT, PURSUANT TO SECTION 541 OF THE GREATER NEW YORK CHARTER, I will, on

FRIDAY, MARCH 26, 1909,

at 10 a. m., at Stable "G," of the Department of Street Cleaning, in Atlantic avenue, near Utica avenue, Borough of Brooklyn, sell at public auction the following unused property of the Department of Street Cleaning:

- 38 horses, more or less.
- 196 old cart and truck hames, more or less.
- 31,000 pounds old iron, including 46 old cart bodies, more or less.
- 925 feet old garden hose, more or less.
- 167 old cart and carriage saddles, more or less.
- 420 old horse collars, more or less.
- 1,398 pounds old harness, consisting of breechings, bridles, Dutch collars, halters, Boston backers, traces, clipping machine belts, fly nets, reins and ankle boots, more or less.
- 1 set old tow harness, more or less.
- 6 sets old driving harness, more or less.
- 14 sets old single truck harness, more or less.
- 4,684 pounds old canvas cart covers, quarter blankets, truck covers and feed bags, more or less.
- 190 pounds old woolen street and stable blankets, more or less.
- 5 old iron wheelbarrows, more or less.
- 1 old hand truck, more or less.
- 2,175 pounds old ticking, more or less.
- 4 old electric fans, more or less.
- 75 pounds old cotton mops, more or less.
- 64 pounds old brass and copper, more or less.
- 1 old portable scale, more or less.
- 4 old bench vises, more or less.
- 4 old hand saws, more or less.
- 4 old carriage lap robes, more or less.
- 64 old surcingle, more or less.
- 149 pounds old rubber, consisting of rubber nozzles, bicycle tires, carriage tires, more or less.
- 5 old lifting jacks, more or less.
- 3 old hoisting blocks, more or less.
- 4 old cart saddle trees, more or less.
- 1 old fur lap robe, more or less.
- 1 old hay cutter, more or less.
- 6 old summer horse sheets, more or less.
- 2 old fire extinguishers, more or less.
- 20 old stable lanterns, more or less.
- 1 old horse clipping machine, more or less.
- 27 old bicycles, more or less.
- 78 pounds old horse hair (tail and mane only), more or less.
- 1 old horse stock (for shoeing horses), more or less.
- 3 automobiles, namely:
  - 1 24-horsepower Panhard.
  - 1 12-horsepower Panhard.
  - 1 16-horsepower Premier.

TERMS OF SALE.  
The horses are to be paid for in full at the time of the sale, and are to be removed before 3 p. m. of the day of the sale. On all the rest of the property a deposit of 75 per cent. of the purchase price will be required on the day of sale. All the articles sold, except horses, are to be removed within ten (10) days, or, in default thereof, the said deposits shall be forfeited to the City of New York as liquidated damages.

WM. H. EDWARDS, Commissioner.  
m13,26

### ASHES, ETC., FOR FILLING IN LANDS.

PERSONS HAVING LANDS OR PLACES in the vicinity of New York Bay to fill in can procure material for that purpose—ashes, street sweepings, etc., collected by the Department of Street Cleaning—free of charge by applying to the Commissioner of Street Cleaning, Nos. 13 to 21 Park row, Borough of Manhattan.

WILLIAM H. EDWARDS,  
Commissioner of Street Cleaning.

## SUPREME COURT—FIRST DEPARTMENT.

### FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of HILLSIDE AVENUE (although not yet named by proper authority), from Nagle avenue, near Broadway, to Nagle avenue, near Dyckman street, as heretofore laid out on the map or plan of The City of New York, in the Twelfth Ward, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN THAT, BY AN order of the Supreme Court, bearing date the 4th day of February, 1909, and duly entered in the office of the Clerk of the County of New York at his office, in the Borough of Manhattan, in The City of New York, on the 17th day of February, 1909, a copy of which order was duly filed in the office of the Register of the County of New York, we, Jacob P. Solomon, Thomas A. Clark and Edward V. Nicholson, were appointed Commissioners of Estimate for the purpose of making a just and equitable estimate and assessment of the loss and damage to the respective owners, lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening and extending the above-mentioned street or avenue, the same being particularly set forth and described in the petition of The City of New York, and also in the notice of the application for the said order thereto attached, filed herein in the office of the Clerk of the County of New York on the 17th day of February, 1909, and the said Edward V. Nicholson was appointed Commissioner of Assessment for the purpose of making a just and equitable estimate and assessment of the value of the benefit and advantage of the said street or avenue so to be opened and extended to the respective owners, lessees, parties and persons respectively entitled to or interested in the respective lands, tenements, hereditaments and premises situated within the area of assessment adopted by the Board of Estimate and Apportionment and not required for the purpose of opening and extending the same, but benefited thereby, the said area of assessment being particularly set forth and described in the petition of The City of New York, and also in the notice of the application for the said order thereto attached filed herein in the office of the Clerk of the County of New York on the 17th day of February, 1909, and of ascertaining and defining the extent and boundaries of the respective tracts or parcels of land to be taken or to be assessed therefor, and of performing the trusts and duties required of us by chapter 17, title 4, of the Greater New York Charter as amended, and the acts or parts of acts supplementary thereto or amendatory thereof.

All parties and persons interested in the real estate taken or to be taken for the purpose of opening and extending the said street or avenue and affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate, at our office, ninth floor, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, with such affidavit or other proof as the owners or claimants may desire, within ten days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 5th day of April, 1909, at 10.30 o'clock in the forenoon of that day, to hear the said parties and persons in relation thereto. And at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto and examine the proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner, or on behalf of The City of New York.

Dated Borough of Manhattan, City of New York, March 20, 1909.

EDWARD V. NICHOLSON,  
THOS. A. CLARK,  
J. P. SOLOMON,  
Commissioners.

JOHN P. DUNN, Clerk.  
m20,a1

### FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the extending of HIGH BRIDGE PARK, as shown on a map filed in the office of the Register of the County of New York, December 21, 1903, in accordance with the plan adopted by the Board of Estimate and Apportionment December 11, 1903, and approved by the Mayor December 18, 1903, in the Twelfth Ward, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN THAT THE final last partial and separate report of the Commissioners of Estimate and Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III., to be held in the County Court House in the Borough of Manhattan in The City of New York, on the 26th day of March, 1909, at 10.30 o'clock in forenoon of that day, and that the said final report has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, March 19, 1909.

WM. E. STILLINGS,  
JAMES J. MCCORMICK,  
Commissioners.

JOHN P. DUNN, Clerk.  
m20,25

### FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of the ADDITION TO BRONX PARK, on its easterly side, as laid out on the map on July 7, 1905, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT THE supplemental and additional bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I., to be held at the County Court House in the Borough of Manhattan in The City of New York, on the 31st day of March, 1909, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon, and that the said bill of costs, charges and expenses has been deposited in the office of the

Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of section 999 of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, March 19, 1909.

JOSEPH J. MARRIN,  
MICHAEL RAUCH,  
WILLIAM G. FISHER,  
Commissioners.  
JOHN P. DUNN, Clerk.  
m19,30

### FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title wherever the same has not been heretofore acquired, for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of WEST STREET, from Honeywell street to Crotona parkway, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I., to be held at the County Court House, in the Borough of Manhattan, in The City of New York, on the 31st day of March, 1909, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by law.

Dated Borough of Manhattan, New York, March 18, 1909.

MAURICE S. COHEN,  
OTTO LACKMAN,  
JAMES H. GOGGIN,  
Commissioners of Estimate;  
MAURICE S. COHEN,  
Commissioner of Assessment.  
JOHN P. DUNN, Clerk.  
m18,29

### FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of the addition to BRONX PARK, on its easterly side, as laid out on the map on July 7, 1905, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants, of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate of damage as to Damage Parcels Nos. 1, 1A, 2 and 2A, and that all persons interested in this proceeding, and in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 6th day of April, 1909, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 7th day of April, 1909, at 10 o'clock a. m.

Second—That the abstract of our said estimate of damage, together with our damage maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings, in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 7th day of April, 1909.

Third—That, provided there be no objections filed to said abstract of estimate of damage, our final last partial and separate report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III., to be held in the County Court House, in the Borough of Manhattan, in The City of New York, on the 20th day of May, 1909, at the opening of the Court on that day.

Fourth—In case, however, objections are filed to said abstract of estimate of damage the notice of motion to confirm our final last partial and separate report herein, will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the CITY RECORD, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, March 2, 1909.

JOSEPH J. MARRIN, Chairman;  
MICHAEL RAUCH,  
WILLIAM G. FISHER,  
Commissioners.

JOHN P. DUNN, Clerk.  
m17,a5

### FIRST DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the northerly side of TWENTY-THIRD STREET and the southerly side of TWENTY-FIRST STREET, between Eighth and Ninth avenues, in the Borough of Manhattan, in The City of New York, duly selected as a site for school purposes, according to law.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Appraisal in the above-entitled proceeding, do hereby give notice to the owner or owners, lessee or lessees, parties or persons respectively entitled to or interested in the lands, tenements, hereditaments and premises title to which is sought to be acquired in this proceeding, and to all others whom it may concern, to wit:

First—That we have completed our estimate of the loss and damage to the respective owners, lessees, parties or persons respectively entitled to or interested in the lands and premises affected by this proceeding, or having any interest therein, and have filed a true report or transcript of such estimate in the office of the Board of Education, in the Borough of Manhattan, City of New York, for the inspection of whomsoever it may concern.

Second—That all parties or persons whose rights may be affected by the said estimate, or who may object to the same, or any part thereof, may, within ten days after the first publication of this notice, March 12, 1909, file their objections in writing, with us, at our office, Room 401, No. 258 Broadway, in the Borough of Manhattan, in The City of New York; and we, the

said Commissioners, will hear parties so objecting, at our said office, on the 24th day of March, 1909, at 10.30 o'clock in the forenoon of that day, and upon such subsequent days as may be found necessary.

Dated New York, March 11, 1909.  
EMANUEL BLUMENSTIEL,  
EDWARD W. FOX,  
Commissioners.

JOSEPH M. SCHENCK, Clerk.  
m12,23

### FIRST DEPARTMENT.

In the matter of the application of The City of New York, acting by and through the Board of Docks, relative to acquiring right and title to and possession of the uplands and lands, rights, terms, easements, emoluments and privileges of and to the uplands and lands necessary to be taken for the improvement of the waterfront of The City of New York on the North River, between Bloomfield street and Little West Twelfth street, and between Tenth and Thirteenth avenues, pursuant to the plan heretofore adopted by the Board of Docks and approved by the Commissioners of the Sinking Fund.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our second supplemental estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Room 401, No. 258 Broadway, in the Borough of Manhattan, in The City of New York, on or before the 23d day of March, 1909, and that we, the said Commissioners, will hear parties so objecting and for that purpose will be in attendance at our said office on the 24th day of March, 1909, at 2 p. m.

Second—That the abstract of our said second supplemental estimate and assessment, together with our damage map, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 23d day of March, 1909.

Third—That, provided there be no objections filed to said second supplemental estimate and assessment, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III., to be held in the County Court House, in the Borough of Manhattan, in The City of New York, on the 13th day of April, 1909, at the opening of the Court on that day.

Fourth—In case, however, objections are filed to said second supplemental estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the CITY RECORD, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, March 11, 1909.

BENNO LEWINSON, Chairman;  
BERNARD F. MARTIN,  
Commissioners.

JOSEPH M. SCHENCK, Clerk.  
m12,23

### FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to TAYLOR STREET (although not yet named by proper authority), from Morris Park avenue to West Farms road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT THE final report of the Commissioners of Estimate and Assessment in the above-entitled matter will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III., to be held in the County Court House in the Borough of Manhattan in The City of New York, on the 23d day of March, 1909, at 10.30 o'clock in forenoon of that day, and that the said final report has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of five days, as required by law.

Dated Borough of Manhattan, New York, March 12, 1909.

RALPH HICKOX,  
TIMOTHY E. COHALAN,  
Commissioners.

JOHN P. DUNN, Clerk.  
m12,17

### FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND SIXTY-FIFTH STREET, from Anderson avenue to Jerome avenue, in the Twenty-third Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I., to be held at the County Court House in the Borough of Manhattan, in The City of New York, on the 25th day of March, 1909, at 10.30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by law.

Dated Borough of Manhattan, New York, March 12, 1909.

PETER L. MULLALLY,  
GEORGE V. MULLAN,  
WILLIAM A. COKELEY,  
Commissioners of Estimate.  
PETER L. MULLALLY,  
Commissioner of Assessment.  
JOHN P. DUNN, Clerk.  
m12,22



## FIRST DEPARTMENT.

In the matter of the application of the Counsel to the Corporation of The City of New York, upon the written request of the Department of Public Parks of the said City of New York for and on behalf of the Mayor, Aldermen and Commonalty of The City of New York, to acquire title to certain lands, property rights, terms, easements and privileges necessary to be acquired pursuant to chapter 102 of the Laws of 1893, entitled "An act to lay out, establish and regulate a public driveway in The City of New York."

## "THE SPEEDWAY."

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 8th day of March, 1909, and filed in the office of the Clerk of the County of New York on the 8th day of March, 1909, Cambridge Livingston was appointed a Commissioner of Estimate and Assessment in the above entitled proceeding.

Notice is further given, pursuant to the statute in such case made and provided, that the said Cambridge Livingston will attend at a Special Term of said Supreme Court, to be held in Part II. thereof, in the County Court House, Borough of Manhattan, City of New York, on the 25th day of March, 1909, at the opening of the court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in such proceeding, as to his qualifications to act as a Commissioner of Estimate and Assessment in the above entitled proceeding.

Dated New York, March 11, 1909.

FRANCIS K. PENDLETON,

Corporation Counsel.

Hall of Records, Borough of Manhattan, City of New York.

m11,24

## FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of WEST ONE HUNDRED AND EIGHTY-FOURTH STREET, from Amsterdam avenue to the first new avenue easterly therefrom, in the Twelfth Ward, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN THAT BY AN order of the Supreme Court of the State of New York, bearing date the 1st day of March, 1909, and entered and filed in the office of the Clerk of the County of New York on March 4, 1909, Frederick J. Dieter, Charles J. Leslie and William A. Gramer were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order Frederick J. Dieter was appointed the Commissioner of Assessment.

Notice is further given, pursuant to the statute in such case made and provided, that the said Frederick J. Dieter, Charles J. Leslie and William A. Gramer will attend at a Special Term of the Supreme Court, to be held at Part II. thereof, in the County Court House, Borough of Manhattan, City of New York, on the 22d day of March, 1909, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in such proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, March 8, 1909.

FRANCIS K. PENDLETON,

Corporation Counsel.

Hall of Records, Borough of Manhattan, City of New York.

m9,22

## FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, in fee, to the lands and premises required for the opening and extending of ST. LAWRENCE AVENUE, COMMONWEALTH AVENUE, ROSEDALE AVENUE, NOBLE AVENUE, CROES AVENUE and FTELEY AVENUE (although not yet named by proper authority), from Westchester avenue to Clasons Point road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT BY AN order of the Supreme Court of the State of New York, bearing date the 1st day of March, 1909, and entered and filed in the office of the Clerk of the County of New York on March 4, 1909, Gerald J. Barry, John J. Mackin and Joseph C. Luke were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order Gerald J. Barry was appointed the Commissioner of Assessment.

Notice is further given, pursuant to the statute in such case made and provided, that the said Gerald J. Barry, John J. Mackin and Joseph C. Luke will attend at a Special Term of the Supreme Court, to be held at Part II. thereof, in the County Court House, Borough of Manhattan, City of New York, on the 22d day of March, 1909, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in such proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, March 9, 1909.

FRANCIS K. PENDLETON,

Corporation Counsel.

Hall of Records, Borough of Manhattan, City of New York.

m9,22

## FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of MATTHEWS AVENUE, from Burke avenue to the Boston road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT BY AN order of the Supreme Court of the State of New York, bearing date the 1st day of March, 1909, and entered and filed in the office of the Clerk of the County of New York, on March 4, 1909, J. Carroll Edwards, Hubert Becker and John D. Dolan were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order J. Carroll Edwards was appointed the Commissioner of Assessment.

Notice is further given, pursuant to the statute in such case made and provided, that the said

J. Carroll Edwards, Hubert Becker and John D. Dolan will attend at a Special Term of the Supreme Court, to be held at Part II. thereof, in the County Court House, Borough of Manhattan, City of New York, on the 22d day of March, 1909, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in such proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated March 9, 1909.

FRANCIS K. PENDLETON,

Corporation Counsel.

Hall of Records, Borough of Manhattan, City of New York.

m9,22

## FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of SEDGWICK AVENUE, from Jerome avenue to a line between the Twenty-third and Twenty-fourth Wards, at West One Hundred and Sixty-ninth street, where not already acquired, in the Twenty-third Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT BY AN order of the Supreme Court of the State of New York, bearing date the 1st day of March, 1909, and entered and filed in the office of the Clerk of the County of New York, on March 4, 1909, Peter L. Mullaly, Frank L. Tierney and John Gibson, Sr., were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order Peter L. Mullaly was appointed the Commissioner of Assessment.

Notice is further given, pursuant to the statute in such case made and provided, that the said Peter L. Mullaly, Frank L. Tierney and John Gibson, Sr., will attend at a Special Term of the Supreme Court, to be held at Part II. thereof, in the County Court House, Borough of Manhattan, City of New York, on the 22d day of March, 1909, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in such proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated March 9, 1909.

FRANCIS K. PENDLETON,

Corporation Counsel.

Hall of Records, Borough of Manhattan, City of New York.

m9,22

## FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of TAYLOR STREET (or avenue), from East River to Westchester avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT, BY an order of the Supreme Court of the State of New York, bearing date the 1st day of March, 1909, and entered and filed in the office of the Clerk of the County of New York on March 4, 1909, George V. Mullan, Albert Kraemer and Charles H. Zorn were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order George V. Mullan was appointed the Commissioner of Assessment.

Notice is further given, pursuant to the statute in such case made and provided, that the said George V. Mullan, Albert Kraemer and Charles H. Zorn will attend at a Special Term of the Supreme Court, to be held at Part II. thereof, in the County Court House, Borough of Manhattan, City of New York, on the 22d day of March, 1909, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in such proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, March 9, 1909.

FRANCIS K. PENDLETON,

Corporation Counsel.

Hall of Records, Borough of Manhattan, City of New York.

m9,22

## FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of GUERLAIN STREET, between Beach avenue and Unionport road; ARCHER STREET, between Beach avenue and White Plains road; MERRILL STREET, between Rosedale avenue and Beach avenue; BEACON AVENUE, between Rosedale avenue and Beach avenue; WOOD AVENUE, between Beach avenue and Storrow street; GRAY STREET, between Wood avenue and Tremont avenue, and STORROW STREET, between Wood avenue and the public place at the junction of Tremont avenue with Westchester avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT, BY an order of the Supreme Court of the State of New York, bearing date the 1st day of March, 1909, and entered and filed in the office of the Clerk of the County of New York on March 4, 1909, Norbert Blank, James F. O'Brien and Francis P. Kenny were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order Norbert Blank was appointed the Commissioner of Assessment.

Notice is further given, pursuant to the statute in such case made and provided, that the said Norbert Blank, James F. O'Brien and Francis P. Kenny will attend at a Special Term of the Supreme Court, to be held at Part II. thereof, in the County Court House, Borough of Manhattan, City of New York, on the 22d day of March, 1909, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in such proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, March 9, 1909.

FRANCIS K. PENDLETON,

Corporation Counsel.

Hall of Records, Borough of Manhattan, City of New York.

m9,22

## FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of CORNELL AVENUE, from White Plains road to the bulkhead line of the Bronx River; BRONX RIVER AVENUE, from Cornell avenue to Gildersleeve avenue, and LELAND AVENUE, from Bronx River avenue to Patterson avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 1st day of March, 1909, and entered and filed in the office of the Clerk of the County of New York on March 4, 1909, Thomas C. Larkin, Edward J. McDonald and Charles Stein were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order Thomas C. Larkin was appointed the Commissioner of Assessment.

Notice is further given, pursuant to the statute in such case made and provided, that the said Thomas C. Larkin, Edward J. McDonald and Charles Stein will attend at a Special Term of the Supreme Court, to be held at Part II. thereof, in the County Court House, Borough of Manhattan, City of New York, on the 22d day of March, 1909, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in such proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, March 9, 1909.

FRANCIS K. PENDLETON,

Corporation Counsel.

Hall of Records, Borough of Manhattan, City of New York.

m9,22

## FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of LELAND AVENUE, from Westchester avenue to Ludlow avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 1st day of March, 1909, and entered and filed in the office of the Clerk of the County of New York on March 4, 1909, Gerald Morrell, William Henderson and William Sexton were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order Gerald Morrell was appointed the Commissioner of Assessment.

Notice is further given, pursuant to the statute in such case made and provided, that the said Gerald Morrell, William Henderson and William Sexton will attend at a Special Term of the Supreme Court, to be held at Part II. thereof, in the County Court House, Borough of Manhattan, City of New York, on the 22d day of March, 1909, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in such proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, March 9, 1909.

FRANCIS K. PENDLETON,

Corporation Counsel.

Hall of Records, Borough of Manhattan, City of New York.

m9,22

## FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of THIRD AVENUE, as widened on its easterly side, between Washington avenue and a point north of and near Lorillard place, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 1st day of March, 1909, and entered and filed in the office of the Clerk of the County of New York on March 4, 1909, Edward D. Dowling, Andrew J. Carson and Michael J. Cavanagh were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order Edward D. Dowling was appointed the Commissioner of Assessment.

Notice is further given, pursuant to the statute in such case made and provided, that the said Edward D. Dowling, Andrew J. Carson and Michael J. Cavanagh will attend at a Special Term of the Supreme Court, to be held at Part II. thereof, in the County Court House, Borough of Manhattan, City of New York, on the 22d day of March, 1909, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in such proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, March 8, 1909.

FRANCIS K. PENDLETON,

Corporation Counsel.

Hall of Records, Borough of Manhattan, City of New York.

m9,22

## FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of EDEN AVENUE (although not yet named by proper authority), from East One Hundred and Seventy-second street to East One Hundred and Seventy-fourth street, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN TO ALL PERSONS interested in the above entitled proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved

and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That the undersigned, Commissioners of Estimate, have completed their estimate of damage, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objection thereto, do file their said objections in writing, duly verified, with them at their office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 29th day of March, 1909, and that the said Commissioners will hear parties so objecting, and for that purpose will be in attendance at their said office on the 30th day of March, 1909, at 1 o'clock p. m.

Second—That the undersigned Commissioner of Assessment has completed his estimate of benefit and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, having any objections thereto, do file their said objections in writing, duly verified, with him at his office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 29th day of March, 1909, and that the said Commissioner will hear parties so objecting, and for that purpose will be in attendance at his said office on the 30th day of March, 1909, at 2 o'clock p. m.

Third—That the Commissioner of Assessment has assessed any or all such lands, tenements and hereditaments and premises as are within the area of assessment fixed and prescribed as the area of assessment for benefit by the Board of Estimate and Apportionment on the 16th day of November, 1906, and that the said area of assessment includes all those lands, tenements and hereditaments and premises situate and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the intersection of the southeasterly side of the Grand Boulevard and Concourse with the westerly side of Morris avenue, and running thence southwardly along the westerly side of Morris avenue to the northwesterly side of College avenue; thence southwesterly along the northwesterly side of College avenue to the northwesterly side of East One Hundred and Seventy-first street; thence northwesterly along the northwesterly side of East One Hundred and Seventy-first street to the southeasterly side of Sheridan avenue; thence northwesterly and northwardly along the easterly side of Sheridan avenue to a point one hundred feet south of the southerly side of Belmont street; thence westwardly along a line one hundred feet south of the southerly side of Belmont street and parallel therewith to the easterly side of the Grand Boulevard and Concourse; thence northwesterly along the southeasterly side of the Grand Boulevard and Concourse to the westerly side of Morris avenue, the place of beginning, as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That the abstracts of said estimate of damage and of said assessment for benefit, together with the damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by the Commissioners of Estimate and by the Commissioner of Assessment in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 7th day of April, 1909.

Fifth—That, provided there be no objections filed to either of said abstracts, the reports as to awards and as to assessments for benefit herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part III., to be held in the County Court House, in the Borough of Manhattan, in The City of New York, on the 7th day of May, 1909, at the opening of the Court on that day.

Sixth—In case, however, objections are filed to the foregoing abstracts of estimate and assessment, or to either of them, the motion to confirm the reports as to awards and as to assessments shall stand adjourned to the date to be hereafter specified in the notice provided in such cases to be given in relation to filing the final reports, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, February 24, 1909.

GEORGE W. KEARNEY, Chairman;

CHARLES P. STORRS,

ALBERT ELTERICH,

Commissioners of Estimate.

ALBERT ELTERICH,

Commissioner of Assessment.

JOHN P. DUNN, Clerk.

m9,26

## SUPREME COURT—SECOND DEPARTMENT.

## SECOND JUDICIAL DISTRICT.

In the matter of the petition of Thomas F. Gilroy, Commissioner of Public Works of The City of New York, under and in pursuance of chapter 490 of the Laws of 1883 and the laws amendatory thereof, on behalf of the Mayor, Aldermen and Commonalty of The City of New York, for the appointment of Commissioners of Appraisal under said acts.

CORNELL DAM, EIGHTH SUPPLEMENTAL PROCEEDING.

NOTICE OF FILING AND OF MOTION TO CONFIRM THE EIGHTEENTH SEPARATE REPORT.

PUBLIC NOTICE IS HEREBY GIVEN that the eighteenth separate report of Daniel O'Connell, William Murray and Edmund G. Sutherland, Commissioners of Appraisal in the above entitled matter, was filed in the office of the Clerk of the County of Westchester at White Plains, in said County, on March 5, 1909.

Notice is further given that the eighteenth separate report includes and affects the parcels of land designated as Parcels Nos. 50, 164, 166, 174, 167, 186, 266½, 452, 471, 507, 565, 23¼ (part), 105 (building), 135½, 124, in said proceeding.

Notice is further given that an application will be made at a Special Term of the Supreme Court of the State of New York, to be held in and for the Ninth Judicial District, at the Court House, in the Village of White Plains, New York, on the 17th day of April, 1909, at 10 o'clock in the forenoon of that day or as soon thereafter as counsel can be heard for an order confirming said report and for such other and further relief as may be just.

Dated New York, March 11, 1909.

FRANCIS K. PENDLETON,

Corporation Counsel.

Hall of Records, corner of Centre and Chambers streets, Borough of Manhattan, New York City.

m20,27,a3,10,17



## SECOND JUDICIAL DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the easterly side of FOREST AVENUE, adjoining Public School 71, between Prospect place and Metropolitan avenue, in the Second Ward of the Borough of Queens, in The City of New York, duly selected as a site for school purposes, according to law.

NOTICE IS HEREBY GIVEN THAT BY AN order of the Supreme Court of the State of New York, bearing date the 15th day of March, 1909, and filed in the office of the Clerk of the County of Queens on the 18th day of March, 1909, William E. Stewart, John A. Rapelyea and Thomas Stuart were appointed Commissioners of Estimate and Appraisal in the above entitled proceeding.

Notice is further given, pursuant to the statutes in such case made and provided, that said William E. Stewart, John A. Rapelyea and Thomas Stuart will attend at the Special Term of the Supreme Court for the hearing of motions, to be held at the County Court House, in the Borough of Brooklyn, in the City of New York, on the 2d day of April, 1909, at 10.30 o'clock in the forenoon of that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualification to act as such Commissioners of Estimate and Appraisal in said proceeding.

Dated New York, March 19, 1909.

FRANCIS K. PENDLETON,  
Corporation Counsel.  
Borough of Manhattan, City of New York.  
m20,31

## SECOND DEPARTMENT.

In the matter of the application of The City of New York, by the Corporation Counsel, for the appointment of Commissioners of Estimate and Assessment to ascertain and determine the compensation which should justly be made for the closing and discontinuance of COWENHOVEN LANE, between Twelfth avenue and Fifty-fifth street, in the Borough of Brooklyn, City of New York.

NOTICE IS HEREBY GIVEN THAT AN application will be made to the Supreme Court of the State of New York, at a Special Term of said Court for the hearing of motions, to be held in and for the County of Kings, in the County Court House in the Borough of Brooklyn, City of New York, on the 1st day of April, 1909, at the opening of the Court on that day, or as soon thereafter as counsel can be heard, for the appointment of Commissioners of Estimate and Assessment in the above entitled proceeding to ascertain and determine the compensation which should justly be made to the lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises, rights, easements or interests therein taken, affected, damaged, extinguished or destroyed by the discontinuance and closing of Cowenhoven lane, between Twelfth avenue and Fifty-fifth street, in the Borough of Brooklyn, City of New York, as follows:

The northern line of Cowenhoven lane as heretofore closed begins at a point on the eastern line of Twelfth avenue distant 134.34 feet southerly from the intersection of the eastern line of Twelfth avenue with the southern line of Fifty-fifth street as the same are laid out on the map of the City; thence easterly in a straight line to a point on the southern line of Fifty-fifth street distant 329.20 feet easterly from the intersection of the eastern line of Twelfth avenue with the southern line of Fifty-fifth street. The southern line of Cowenhoven lane as heretofore closed is 33 feet from and parallel with the above-described line.

Note—These dimensions are approximate.

Said Cowenhoven lane as closed and discontinued is shown on a map made at the direction of the Board of Estimate and Apportionment entitled "Map or plan showing the closing and discontinuance of Cowenhoven lane, between Twelfth avenue and Fifty-fifth street, in the Thirtieth Ward, Borough of Brooklyn, City of New York," dated the 15th day of July, 1908, and filed in the office of the Corporation Counsel on the 16th day of July, 1908.

Dated Borough of Brooklyn, City of New York, the 16th day of March, 1909.

FRANCIS K. PENDLETON,  
Corporation Counsel.  
No. 166 Montague street, Brooklyn, N. Y.  
m19,30

## SECOND DEPARTMENT.

In the matter of the application of The City of New York, by the Corporation Counsel, for the appointment of Commissioners of Estimate and Assessment to ascertain and determine the compensation which should justly be made for the closing and discontinuance of BENNETTS LANE, from Eighty-fourth street to Gravesend Bay, in the Borough of Brooklyn, City of New York.

NOTICE IS HEREBY GIVEN THAT AN application will be made to the Supreme Court of the State of New York, at a Special Term of said Court for the hearing of motions, to be held in and for the County of Kings, in the County Court House, in the Borough of Brooklyn, City of New York, on the 1st day of April, 1909, at the opening of the Court on that day, or as soon thereafter as counsel can be heard, for the appointment of Commissioners of Estimate and Assessment in the above entitled proceeding to ascertain and determine the compensation which should justly be made to the lessees, parties and persons respectively entitled unto or interested in the lands, tenements, hereditaments and premises, rights, easements or interests therein taken, affected, damaged, extinguished or destroyed by the discontinuance and closing of Bennetts lane, from Eighty-fourth street to Gravesend Bay, in the Borough of Brooklyn, City of New York, as follows:

## Parcel "A."

Beginning at a point on the northern line of Eighty-fifth street distant 333 feet westerly from the intersection of the northern line of Eighty-fifth street with the western line of Sixteenth avenue as the same are laid down on the map of the City;

1. Thence westerly along the northern line of Eighty-fifth street 34 feet;
2. Thence northerly deflecting 72 degrees 5 minutes to the right 215 feet to the southern line of Eighty-fourth street;
3. Thence easterly along the southern line of Eighty-fourth street 23 feet;
4. Thence easterly deflecting 22 degrees 7 minutes to the right 12 feet;
5. Thence southerly 213 feet to the point of beginning.

## Parcel "B."

Beginning at a point on the northern line of Eighty-sixth street distant 248 feet westerly from the intersection of the northern line of Eighty-sixth street with the western line of Sixteenth avenue as the same are laid down on the map of the City;

1. Thence westerly along the northern line of Eighty-sixth street 34 feet;
2. Thence northerly deflecting 72 degrees 4 minutes to the right 210 feet to the southern line of Eighty-fifth street;
3. Thence easterly along the southern line of Eighty-fifth street 34 feet;
4. Thence southerly 209 feet to the point of beginning.

## Parcel "C."

Beginning at a point on the northern line of Benson avenue distant 45 feet westerly from the intersection of the northern line of Benson avenue with the western line of Sixteenth avenue as the same are laid down on the map of the City;

1. Thence westerly along the northern line of Benson avenue 31 feet;
2. Thence northerly deflecting 79 degrees 32 minutes to the right 386 feet;
3. Thence northerly deflecting 7 degrees 27 minutes to the left 152 feet to the eastern line of Bay Eleventh street;
4. Thence northerly along the eastern line of Bay Eleventh street 106 feet;
5. Thence southerly deflecting 162 degrees 1 minute to the right 255 feet;
6. Thence southerly 394 feet to the point of beginning.

## Parcel "D."

Beginning at the intersection of the northern line of Bath avenue with the western line of Sixteenth avenue as the same are laid down on the map of the City;

1. Thence westerly along the northern line of Bath avenue 19 feet;
2. Thence northerly deflecting 89 degrees 54 minutes to the right 495 feet;
3. Thence northerly deflecting 11 degrees 1 minute to the left 209 feet to the southern line of Benson avenue;
4. Thence easterly along the southern line of Benson avenue 34 feet;
5. Thence southerly deflecting 79 degrees 45 minutes to the right 151 feet to the western line of Sixteenth avenue;
6. Thence southerly along the western line of Sixteenth avenue 551 feet to the point of beginning.

## Parcel "E."

Beginning at the intersection of the western line of Sixteenth avenue with the southern line of Bath avenue, as the same are laid down on the map of the City;

1. Thence southerly along the western line of Sixteenth avenue 396 feet;
2. Thence southwesterly deflecting 8 degrees 43 minutes to the right 224 feet to the northern line of Cropsey avenue;
3. Thence westerly along the northern line of Cropsey avenue 34 feet;
4. Thence northerly deflecting 102 degrees 40 minutes to the right 309 feet;
5. Thence northerly deflecting 8 degrees 26 minutes to the left 314 feet to the southern line of Bath avenue;
6. Thence easterly along the southern line of Bath avenue 19 feet to the point of beginning.

## Parcel "F."

Beginning at a point on the southern line of Cropsey avenue distant 364 feet easterly from the intersection of the southern line of Cropsey avenue with the eastern line of Bay Tenth street, as the same are laid down on the map of the City;

1. Thence easterly along the southern line of Cropsey avenue 34 feet;
2. Thence southwesterly deflecting 102 degrees 5 minutes to the right 372 feet;
3. Thence southerly deflecting 13 degrees 43 minutes to the left 320 feet to Gravesend Bay;
4. Thence westerly deflecting 77 degrees 14 minutes to the right 34 feet;
5. Thence northerly deflecting 102 degrees 46 minutes to the right 332 feet;
6. Thence northerly 369 feet to the point of beginning.

Note—All these dimensions are approximate. Said Bennetts lane, as closed and discontinued, is shown on a map made at the direction of the Board of Estimate and Apportionment entitled "Map or plan showing the closing and discontinuance of Bennetts lane, from Eighty-fourth street to Gravesend Bay, in the Thirtieth Ward, Borough of Brooklyn, City of New York," dated the 20th day of March, 1907, and filed in the office of the Corporation Counsel on the 27th day of March, 1907.

Dated Borough of Brooklyn, City of New York, the 16th day of March, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel.  
No. 166 Montague street, Brooklyn, N. Y.  
m19,30

## SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the purpose of opening and extending LINDEN AVENUE, from East Fifty-seventh street to East Ninety-eighth street, in the Twenty-ninth and Thirty-second Wards of the Borough of Brooklyn, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Second Department, at a Special Term of said Court, to be held for the hearing of motions, in the County Court House, in the County of Kings, in the Borough of Brooklyn, The City of New York, on the 1st day of April, 1909, at the opening of Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate and of one Commissioner of Assessment in the above entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title in fee by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening and extending of Linden avenue, from East Fifty-seventh street to East Ninety-eighth street, in the Twenty-ninth and Thirty-second Wards, Borough of Brooklyn, City of New York, being the following described lots, pieces or parcels of land, viz:

1. Beginning at the intersection of the west line of East Fifty-seventh street with the south line of Linden avenue, as the same are laid down on the map of the City;
1. Thence northerly along the west line of East Fifty-seventh street 100 feet;
2. Thence easterly deflecting 90 degrees to the right 520 feet to the southwest line of Remsen avenue;
3. Thence easterly deflecting 19 degrees 30 minutes 50 seconds, more or less, to the left 113.05 feet, more or less, to the northeast line of Remsen avenue;

4. Thence northeasterly deflecting 16 degrees 9 minutes 23 seconds, more or less, to the left 2,240 feet to the northeast line of East Ninety-eighth street;

5. Thence southeasterly along the northeast line of East Ninety-eighth street 80 feet;

6. Thence southwesterly deflecting 90 degrees to the right 2,240 feet to the northeast line of Remsen avenue;

7. Thence southwesterly deflecting 10 degrees 5 minutes 35 seconds, more or less, to the left 101.57 feet, more or less, to the southwest line of Remsen avenue;

8. Thence westerly deflecting 45 degrees 45 minutes 48 seconds, more or less, to the right 602.35 feet, more or less, to the point of beginning.

The Board of Estimate and Apportionment, on the 6th day of November, 1908, duly fixed and determined the area of assessment for benefit in this proceeding as follows:

Bounded on the west by a line midway between East Fifty-fifth street and East Fifty-sixth street; on the north by a line always midway between Lenox road and Linden avenue and by the prolongation thereof; on the east by a line distant 100 feet easterly from and parallel with the easterly line of East Ninety-eighth street, the said distance being measured at right angles to East Ninety-eighth street, and on the south by a line always midway between Linden avenue and Church avenue and by the prolongation thereof.

Dated New York, March 16, 1909.

FRANCIS K. PENDLETON,  
Corporation Counsel.  
Hall of Records, Borough of Manhattan, New York City.  
m19,30

## SECOND DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises in the Borough of Queens, beginning on the easterly side of VERNON AVENUE, north of Harris avenue, and other property hereinafter described, duly selected for bridge purposes, according to law.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Appraisal in the above entitled proceeding, do hereby give notice to the owner or owners, lessee or lessees, parties or persons respectively entitled to or interested in the lands, tenements, hereditaments and premises, title to which is sought to be acquired in this proceeding, and to all others whom it may concern, to wit:

First—That we have completed our estimate of the loss and damage to the respective owners, lessees, parties or persons respectively entitled to or interested in the lands and premises affected by this proceeding, or having any interest therein, and have filed a true report or transcript of such estimate in the office of the Board of Estimate and Apportionment of The City of New York, Room No. 1405, No. 277 Broadway, in the Borough of Manhattan, City of New York, for the inspection of whomsoever it may concern.

Second—That all parties or persons whose rights may be affected by the said estimate, or who may object to the same, or any part thereof, may, within ten days after the first publication of this notice, Friday, March 19, 1909, file their objections, in writing, with us, at our office, Room 401, No. 258 Broadway, in the Borough of Manhattan, in The City of New York; and we, the said Commissioners, will hear parties so objecting, at our said office, on the 31st day of March, 1909, at 3 o'clock in the afternoon of that day, and upon such subsequent days as may be found necessary.

Dated New York, March 18, 1909.

JOHN W. BENNETT,  
LUCIUS N. MANLEY,  
FREDERICK BOWLEY,  
Commissioners.

JOSEPH M. SCHENCK, Clerk.  
m19,30

## SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of JAY STREET (although not yet named by proper authority), on the westerly side at its intersection with Richmond terrace, in the First Ward, Borough of Richmond, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate of damage, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 9th day of April, 1909, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 16th day of April, 1909, at 2 o'clock p. m.

Second—That the abstract of our said estimate of damage, together with our damage map and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 16th day of April, 1909.

Third—That, provided there be no objections filed to said abstract, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof, for the hearing of motions, to be held in the County Court House, in the Borough of Brooklyn, in The City of New York, on the 22d day of June, 1909, at the opening of the Court on that day.

Fourth—In case, however, objections are filed to said abstract of estimate of damage, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the CITY RECORD, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, February 26, 1909.

STEPHEN D. STEPHENS, Chairman;  
J. HARRY TIERNAN,  
Commissioners.  
JOHN P. DUNN, Clerk.  
m18,46

## SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, in fee, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of WILSON AVENUE, from the Old Bowery Bay road to Tenth avenue, in the First Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY AN order of the Supreme Court of the State of New York, bearing date the 15th day of March, 1909, and entered and filed in the office of the Clerk of the County of Queens on the 10th day of March, 1909, Frank L. Entwistle, Ward K. Jeffers and Henry Hulin were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order Frank L. Entwistle was appointed the Commissioner of Assessment.

Notice is hereby further given that, pursuant to the statute in such case made and provided, that the said Frank L. Entwistle, Ward K. Jeffers and Henry Hulin will attend at a Special Term of the Supreme Court for the hearing of motions, to be held in and for the County of Kings, in the County Court House, in the Borough of Brooklyn, City of New York, on the 29th day of March, 1909, at 10.30 o'clock a. m. on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in this proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, March 17, 1909.

FRANCIS K. PENDLETON, Esq.,  
Corporation Counsel.  
Hall of Records, Borough of Manhattan, New York City.  
m17,29

## SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, in fee, wherever the same has not been heretofore acquired, to the lands required for the opening and extending of ELY AVENUE, from Nott avenue to Grand avenue, in the First Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY AN order of the Supreme Court of the State of New York, bearing date the 15th day of March, 1909, and entered and filed in the office of the Clerk of the County of Queens on the 16th day of March, 1909, Harrison S. Moore, Luke Otten and Otto Hessler were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order Harrison S. Moore was appointed the Commissioner of Assessment.

Notice is hereby further given that, pursuant to the statute in such case made and provided, that the said Harrison S. Moore, Luke Otten and Otto Hessler will attend at a Special Term of the Supreme Court for the hearing of motions, to be held in and for the County of Kings, in the County Court House, in the Borough of Brooklyn, City of New York, on the 29th day of March, 1909, at 10.30 o'clock a. m. on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in this proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, March 17, 1909.

FRANCIS K. PENDLETON, Esq.,  
Corporation Counsel.  
Hall of Records, Borough of Manhattan, New York City.  
m17,29

## SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, in and to the lands and premises required for an easement for sewer purposes at the foot of MAPLE AVENUE, in the Fourth Ward, more particularly shown on a map or plan adopted by the Board of Estimate and Apportionment on November 20, 1908, in the Fourth Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT BY AN order of the Supreme Court of the State of New York, bearing date the 15th day of March, 1909, and entered and filed in the office of the Clerk of the County of Richmond on the 17th day of March, 1909, Eugene L. Richards, Jr.; William W. Jackson and William J. Kenny were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order Eugene L. Richards, Jr., was appointed the Commissioner of Assessment.

Notice is hereby further given that, pursuant to the statute in such case made and provided, that the said Eugene L. Richards, Jr.; William W. Jackson and William J. Kenny will attend at a Special Term of the Supreme Court for the hearing of motions, to be held in and for the County of Kings, in the County Court House in the Borough of Brooklyn, City of New York, on the 29th day of March, 1909, at 10.30 o'clock a. m. on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in this proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, March 17, 1909.

FRANCIS K. PENDLETON, Esq.,  
Corporation Counsel.  
Hall of Records, Borough of Manhattan, New York City.  
m17,29

## SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of a new diagonal street, from Jackson avenue, opposite the approach to the Blackwells Island Bridge, to the northwesterly boundary of the Sunnyside Yard, and from the southeasterly boundary of the Sunnyside Yard to Thompson avenue; and of VANDAM STREET, from the new diagonal street to Greenpoint avenue; and of GREENPOINT AVENUE, from Review avenue to Newtown Creek, in the First Ward, Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT BY AN order of the Supreme Court of the State of New York, bearing date the 15th day of March, 1909, and entered and filed in the office of the Clerk of the County of Queens on the 16th day of March, 1909, Clifford M. Tappen, John A. Leach and George V. Todd were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order Clifford M.



Tappen was appointed the Commissioner of Assessment.

Notice is hereby further given that, pursuant to the statute in such case made and provided, that the said Clifford M. Tappen, John A. Leach and George V. Todd will attend at a Special Term of the Supreme Court for the hearing of motions, to be held in the Kings County Court House in the Borough of Brooklyn, City of New York, on the 29th day of March, 1909, at 10.30 o'clock a. m. on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in this proceeding, as to their qualifications to act as such Commissioners of Estimate and as such Commissioner of Assessment in the above-entitled proceeding.

Dated New York, March 17, 1909.  
FRANCIS K. PENDLETON, Esq.,  
Corporation Counsel.  
Hall of Records, Borough of Manhattan, New York City.  
m17,29

## SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title wherever the same has not been heretofore acquired in fee to the lands and premises required for the opening and extending of CYPRESS AVENUE, between Sixteenth street and Broadway, in the Third Ward, Borough of Queens, City of New York.

**NOTICE IS HEREBY GIVEN THAT BY AN** order of the Supreme Court of the State of New York, bearing date the 15th day of March, 1909, and entered and filed in the office of the Clerk of the County of Queens on the 16th day of March, 1909, Ira G. Darrin, John E. McCabe and Frank E. Losse were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order Ira G. Darrin was appointed the Commissioner of Assessment.

Notice is hereby further given that pursuant to the statute in such case made and provided, that the said Ira G. Darrin, John E. McCabe and Frank E. Losse will attend at a Special Term of the Supreme Court for the hearing of motions to be held in and for the County of Kings, in the County Court House, in the Borough of Brooklyn, City of New York, on the 29th day of March, 1909, at 10.30 o'clock a. m. on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in this proceeding, as to their qualifications to act as such Commissioners of Estimate, and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, March 17, 1909.  
FRANCIS K. PENDLETON, Esq.,  
Corporation Counsel.  
Hall of Records, Borough of Manhattan, New York City.  
m17,29

## SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title in fee wherever the same has not been heretofore acquired to the lands and premises required for the opening and extending of PROSPECT STREET, from Hunter avenue to Webster avenue, in the First Ward, Borough of Queens, City of New York.

**NOTICE IS HEREBY GIVEN THAT BY AN** order of the Supreme Court of the State of New York, bearing date the 15th day of March, 1909, and entered and filed in the office of the Clerk of the County of Queens on the 16th day of March, 1909, George E. Blackwell, Harry Sutphin and Edward T. Kassel were appointed Commissioners of Estimate in the above entitled proceeding; that in and by said order George E. Blackwell was appointed the Commissioner of Assessment.

Notice is hereby further given that pursuant to the statute in such case made and provided, that the said George E. Blackwell, Harry Sutphin and Edward T. Kassel will attend at a Special Term of the Supreme Court for the hearing of motions to be held in and for the County of Kings, in the County Court House, in the Borough of Brooklyn, City of New York, on the 29th day of March, 1909, at 10.30 o'clock a. m. on that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in this proceeding, as to their qualifications to act as such Commissioners of Estimate, and as such Commissioner of Assessment in the above entitled proceeding.

Dated New York, March 17, 1909.  
FRANCIS K. PENDLETON, Esq.,  
Corporation Counsel.  
Hall of Records, Borough of Manhattan, New York City.  
m17,29

## SECOND JUDICIAL DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the northeastern corner of AUBURN PLACE and ST. EDWARDS STREET, in the Borough of Brooklyn, duly selected as a site for a public library.

**NOTICE IS HEREBY GIVEN THAT** George S. Billings, Norman S. Dike and Thomas P. Peters, Commissioners of Estimate in the above entitled proceeding, have made and signed their final report herein and, on March 12, 1909, filed the same in the office of the Board of Estimate and Apportionment of The City of New York, at No. 277 Broadway, in the Borough of Manhattan, in The City of New York, and on the same day filed a duplicate of said report in the office of the Clerk of Kings County, in the Hall of Records, in the Borough of Brooklyn, in The City of New York, and that said report will be presented for confirmation to the Supreme Court, at Special Term for the hearing of motions, to be held in the County Court House, in Kings County, on March 24, 1909, at 10.30 o'clock a. m., or as soon thereafter as counsel can be heard.

Dated Brooklyn, New York City, March 12, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel.  
m12,22

## SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to amending its application heretofore made in the matter of acquiring title in fee, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of VAN ALST AVENUE (although not yet named by proper authority), from Hoyt avenue to Winthrop avenue, in the First Ward of the Borough of Queens, City of New York.

**PURSUANT TO THE STATUTES IN SUCH** cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, Sec-

ond Department, at a Special Term of said Court, for the hearing of motions, to be held in the County Court House in the Borough of Brooklyn, in The City of New York, on Monday, the 22d day of March, 1909, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for an order amending and correcting the proceedings entitled "In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of Van Alst avenue (although not yet named by proper authority), from Hoyt avenue to Winthrop avenue, in the First Ward, Borough of Queens, City of New York," as shown on a map or plan adopted by the Board of Estimate and Apportionment on June 23, 1905, and approved by the Mayor on July 11, 1905, by changing the lines of said Van Alst avenue, between Hoyt and Winthrop avenues, so as to move said avenue twenty-five (25) feet east of its present position.

That the said Van Alst avenue as so changed by a resolution adopted by the Board of Estimate and Apportionment on the 8th day of February, 1907, is bounded and technically described as follows:

### Parcel "A."

Beginning at a point formed by the intersection of the northerly line of Hoyt avenue with the easterly line of Van Alst avenue, as the same was adopted by the Board of Estimate and Apportionment February 8, 1907;

1. Running thence westerly for one hundred and eight-tenths (100.8) feet along the northerly line of Hoyt avenue to the westerly line of Van Alst avenue;

2. Thence northerly deflecting to the right ninety-seven degrees fourteen minutes (97 degrees 14 minutes) for three thousand seven hundred and thirty-one and seventy-eight hundredths (3,731.78) feet along the westerly line of Van Alst avenue to the southerly line of Wolcott avenue;

3. Thence easterly deflecting to the right ninety degrees (90 degrees) for one hundred (100) feet along the southerly line of Wolcott avenue to the easterly line of Van Alst avenue;

4. Thence southerly for three thousand seven hundred and nineteen and nine hundredths (3,719.09) feet along the easterly line of Van Alst avenue to the northerly line of Hoyt avenue, the place of beginning.

### Parcel "B."

Beginning at a point formed by the intersection of the northerly line of Wolcott avenue with the easterly line of Van Alst avenue, as the same was adopted by the Board of Estimate and Apportionment February 8, 1907;

1. Running thence westerly for one hundred (100) feet along the northerly line of Wolcott avenue to the westerly line of Van Alst avenue;

2. Thence northerly deflecting to the right ninety degrees (90 degrees) for eight hundred (800) feet along the northerly line of Van Alst avenue to the southerly line of Winthrop avenue;

3. Thence easterly deflecting to the right ninety degrees (90 degrees) for one hundred (100) feet along the southerly line of Winthrop avenue to the easterly line of Van Alst avenue;

4. Thence southerly for eight hundred (800) feet along the easterly line of Van Alst avenue to the northerly line of Wolcott avenue, the place of beginning.

Van Alst avenue is shown on a map entitled "Plan showing a change in the map of The City of New York, Borough of Queens, by altering the lines of Van Alst avenue, from Hoyt avenue to Winthrop avenue, in the First Ward, Borough of Queens, City of New York." The said map is dated March 26, 1907, and filed in the office of the Clerk of the County of Queens on the 18th day of May, 1907, and in the offices of the President of the Borough of Queens and the Corporation Counsel of The City of New York on or about the 14th day of May, 1907.

Dated New York, March 9, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel.  
Hall of Records, Borough of Manhattan, City of New York.  
m9,22

## SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of CHURCH AVENUE, from Flatbush avenue to East Eleventh street, in the Twenty-ninth Ward, Borough of Brooklyn, City of New York.

**WE, THE UNDERSIGNED COMMISSIONERS** of Estimate and Assessment in the above entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our amended and supplemental estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 166 Montague street, in the Borough of Brooklyn, in The City of New York, on or before the 23d day of March, 1909, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 25th day of March, 1909, at 2 o'clock p. m.

Second—That the abstracts of our said amended and supplemental estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, No. 166 Montague street, in the Borough of Brooklyn, in said City, there to remain until the 3d day of April, 1909.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Brooklyn, in The City of New York, which, taken together, are bounded and described as follows, viz:

On the east by the westerly line of Flatbush avenue; on the north by a line drawn parallel with Church avenue and distant 500 feet northerly of the northerly line of Church avenue; said distance being measured at right angles to the line of Church avenue; on the west by the easterly line of East Eleventh street (Stratford road), and on the south by a line drawn parallel with Church avenue and distant 500 feet southerly of the southerly line of Church avenue, said distance being measured at right angles to the line of Church avenue.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof for the hearing of motions, to be held in the County Court House, in the Borough of Brooklyn, in

The City of New York, on the 30th day of April, 1909, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record and in the corporation newspapers, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Brooklyn, New York, March 4, 1909.

ANDREW LEMON, Chairman,  
JOHN M. ZURN,  
GEO. W. PALMER,  
Commissioners.

JAMES F. QUIGLEY, Clerk.  
m4,20

## SUPREME COURT—THIRD JUDICIAL DISTRICT.

### THIRD JUDICIAL DISTRICT, ULSTER COUNTY.

#### ASHOKAN RESERVOIR, SECTION No. 5.

##### Town of Olive, Ulster County.

In the matter of the application and petition of J. Edward Simmons, Charles N. Chadwick and Charles A. Shaw, constituting the Board of Water Supply of The City of New York, to acquire real estate for and on behalf of The City of New York, under chapter 724 of the Laws of 1905 and the acts amendatory thereof, in the Town of Olive, Ulster County, N. Y., for the purpose of providing an additional supply of pure and wholesome water for the use of The City of New York.

**PUBLIC NOTICE IS HEREBY GIVEN THAT** the third separate report of William D. Brinnier, John B. Harrison and Eugene F. Patten, who were appointed Commissioners of Appraisal in the above entitled matter, by an order of this Court, made at a Special Term thereof, held at the Court House, in the City of Kingston, Ulster County, N. Y., May 18, 1907, was filed in the office of the Clerk of the County of Ulster on the 5th day of February, 1909, and affects parcels numbers one hundred and eighty-three (183), one hundred and eighty-four (184), one hundred and ninety-five E (195-E), one hundred and ninety-four A (194-A), one hundred and ninety-four B (194-B), one hundred and ninety-four C (194-C), one hundred and ninety-nine (199), two hundred (200), forty-one (41), two hundred and two (202), two hundred and three (203), two hundred and fourteen (214), two hundred and fifteen (215), two hundred and twenty-one A (221-A) and two hundred and thirteen (213), shown on the map in this proceeding.

Notice is further given that an application will be made at a Special Term of the Supreme Court of the State of New York, to be held in and for the Third Judicial District, at the Court House, in the City of Kingston, County of Ulster, N. Y., on the 20th day of March, 1909, at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard, for an order confirming said report and for such other and further relief as may be just.

Reserving to The City of New York the right to oppose the confirmation of any or all parcels contained in said report.

Dated New York, February 20, 1909.  
FRANCIS K. PENDLETON,  
Corporation Counsel.  
Hall of Records, New York City.  
f27,m20

### THIRD JUDICIAL DISTRICT, ULSTER COUNTY.

#### ASHOKAN RESERVOIR, SECTION No. 9.

##### Second Separate Report.

In the matter of the application and petition of J. Edward Simmons, Charles N. Chadwick and Charles A. Shaw, constituting the Board of Water Supply of The City of New York, to acquire real estate for and on behalf of The City of New York, under chapter 724 of the Laws of 1905, and the acts amendatory thereof, in the Town of Olive, Ulster County, N. Y., for the purpose of providing an additional supply of pure and wholesome water for the use of The City of New York.

**PLEASE TAKE NOTICE THAT THE** second separate report of Virgil B. Van Wagoner, Gerald Hull Gray and William F. Rafferty, who were appointed the Commissioners of Appraisal in the above-entitled matter by an order of this Court, made at a Special Term thereof, at Kingston, Ulster County, N. Y., on the 21st day of September, 1907 (the time of said Commissioners for making their report having been duly extended pursuant to section 14 of said act by order of said Court, dated September 19, 1908), was filed in the office of the County Clerk of Ulster County on the 18th day of February, 1909, and affects Parcels Nos. 385, 397, 400, 391, 404, 429, 414, 387, 435, 436, 420, 411, 425, 384, 379, 419, 398, 427, 381-A, 380-A, 382-A and 382-B, shown on the map in this proceeding and the amended maps made of the four last-numbered parcels respectively.

Further notice is hereby given that an application will be made at a Special Term of the Supreme Court of the State of New York, to be held in and for the Third Judicial District, at the Court House in the City of Kingston, Ulster County, N. Y., on the 20th day of March, 1909, at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard, for an order confirming said report, and for such other and further relief as may be just.

Reserving to The City of New York the right to oppose the confirmation of any or all parcels contained in said report.

Dated New York, February 20, 1909.  
FRANCIS KEY PENDLETON,  
Corporation Counsel.  
Hall of Records, corner of Chambers and Centre streets, Borough of Manhattan, New York City.  
f27,m20

### THIRD JUDICIAL DISTRICT.

#### ASHOKAN RESERVOIR.

#### SECTION No. 14, TOWN OF OLIVE, ULSTER COUNTY, N. Y.

### NOTICE OF APPLICATION FOR THE APPOINTMENT OF COMMISSIONERS OF APPRAISAL.

**PUBLIC NOTICE IS HEREBY GIVEN** that it is the intention of the Corporation Counsel of The City of New York to make application to the Supreme Court of the State of New York for the appointment of Commission-

ers 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 at the Court House, in the City of Kingston, County of Ulster, N. Y., on the 20th day of March, 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 Ulster, 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 Olive, County of Ulster and State of New York, shown on a map entitled "Reservoir Department, Section No. 14, Board of Water Supply of The City of New York. Map of real estate situated in the Town of Olive, County of Ulster 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 Ashokan Reservoir and appurtenances, from the vicinity of Shokan to the vicinity of Olive," which map was filed in the office of the County Clerk of the County of Ulster, at Kingston, N. Y., on the 22d day of December, 1908; which parcels are bounded and described as follows:

Beginning at the southwest corner of Parcel No. 664, in the centre of the Ulster and Delaware Plank road, and running thence along the westerly line of said parcel, north 6 degrees 39 minutes west 371.5 feet and north 7 degrees 14 minutes west 398.3 feet, crossing a branch of Butternut Creek, to the northwest corner of said parcel, in the southerly line of Parcel No. 661; thence partly along said line and along the westerly line of said parcel, south 87 degrees 23 minutes west 519.2 feet and north 16 degrees 39 minutes east 249.8 feet to the northwest corner of same; thence partly along the northerly line of said Parcel No. 661, along the northerly line of Parcel No. 662, partly along the northerly line of Parcel No. 663, and along the northerly lines of Parcels Nos. 665, 666, 667 and 672, the following courses, distances and curves: South 88 degrees 7 minutes east 443.7 feet on a curve of 433 feet radius to the right, 319.3 feet, recrossing the before-mentioned branch of Butternut Creek, on a curve of 988.1 feet radius to the left, 552.4 feet, and south 77 degrees 54 minutes 10 seconds east 825.4 feet to the northeast corner of said Parcel No. 672; thence along the easterly line of said parcel, south 13 degrees 52 minutes east 135.7 feet, north 76 degrees 8 minutes east 16 feet and south 13 degrees 52 minutes east 77.9 feet to the southeast corner of same, in the centre of the before-mentioned Ulster and Delaware Plank road; thence along the centre line of said road, and partly along the southerly line of said parcel, south 76 degrees 8 minutes west 83.4 feet to the northeast corner of Parcel No. 671; thence along the easterly line of said parcel and partly along the easterly line of Parcel No. 670, south 1 degree 32 minutes east 1,026.1 feet and south 6 degrees 36 minutes east 94 feet to the northwest corner of Parcel No. 673; thence along the northerly line of said parcel, partly along the westerly lines of Parcels Nos. 675 and 676, and along the westerly and northerly lines of Parcel No. 677, the following courses, distances and curve: South 71 degrees 22 minutes east 77 feet, south 18 degrees 36 minutes west 20.7 feet, on a curve of 5,679.7 feet radius to the left, 871.1 feet (chord south 75 degrees 45 minutes east 870.2 feet), north 37 degrees 58 minutes east 237.8 feet, north 78 degrees 1 minute east 862.5 feet, north 35 degrees 58 minutes east 477.1 feet, north 37 degrees 30 minutes east 506.8 feet, south 51 degrees 54 minutes east 343.4 feet and south 52 degrees 12 minutes east 357.7 feet to the northwest corner of Parcel No. 678, in the centre of a road leading from Shokan and Brodhead to Olive; thence along the northerly line of said parcel, and partly along the northerly line of Parcel No. 681, the following courses, distances and curves: South 52 degrees 12 minutes east 795.2 feet, on a curve of 5,649.7 feet radius to the left, 681.1 feet (chord north 68 degrees 10 minutes east 680.7 feet), south 25 degrees 17 minutes east 40 feet, on a curve of 5,689.7 feet radius to the left, 159.1 feet (chord north 63 degrees 3 minutes east 1,025.5 feet), crossing a road leading to Browns Station, and north 19 degrees 5 minutes west 173.8 feet to a point in the centre of the before-mentioned road leading from Shokan and Brodhead to Olive; thence along the centre line of said road, north 75 degrees 58 minutes 40 seconds east 274.5 feet; thence continuing along the northerly line of Parcel No. 681, and running partly along the northerly lines of Parcels Nos. 683 and 684 and along the northerly lines of Parcels Nos. 700, 692, 691 and 690, north 63 degrees 3 minutes east 2,892.2 feet, north 44 degrees 1 minute east 2,892.2 feet, crossing the before-mentioned Ulster and Delaware Plank road, and north 63 degrees 3 minutes east 3,242.3 feet, crossing another road leading to Browns Station, to the northeast corner of said Parcel No. 690; thence along the easterly and southerly lines of said parcel, the easterly and southerly lines of Parcel No. 689, partly along the northerly and along the southerly lines of Parcel No. 688, the following courses and distances: South 37 degrees 36 minutes east 1,251.2 feet, south 40 degrees 21 minutes east 88.2 feet, south 38 degrees 49 minutes east 147.2 feet, recrossing the before-mentioned Ulster and Delaware Plank road, south 67 degrees 21 minutes west 640.3 feet, south 38 degrees 32 minutes east 593.8 feet, south 64 degrees 54 minutes west 301.1 feet, south 41 degrees 14 minutes east 652.7 feet, south 54 degrees 1 minute west 819.3 feet, north 45 degrees 56 minutes west 202.1 feet, south 52 degrees 51 minutes west 430.8 feet, north 54 degrees 30 minutes west 20.1 feet, south 52 degrees 36 minutes west 229.1 feet, south 37 degrees 10 minutes west 165.4 feet, south 46 degrees 26 minutes east 32.7 feet, south 51 degrees 37 minutes west 376.7 feet and north 48 degrees 5 minutes west 282.4 feet to the northeast corner of Parcel No. 685, in the centre of the last-mentioned road leading to Browns Station; thence along the centre line of said road and the easterly line of said parcel, south 2 degrees 1 minute west 280.9 feet to the southeast corner of said parcel; thence partly along the southerly line of same, partly along the easterly and along the southerly lines of Parcel No. 682, along the easterly and southerly lines of Parcel No. 680, along the southerly line of before-mentioned Parcel No. 678, partly along the easterly, along the southerly and partly along the westerly lines of Parcel No. 679, and partly along the southerly line of Parcel No. 674, the following courses and distances: South 58 degrees 24 minutes west 196.4 feet, south 38 degrees 4 minutes west 763.2 feet, north 52 degrees 41 minutes west 1,129.3 feet, crossing a brook, south 39 degrees 16 minutes west 3,299.5 feet, north 52 degrees 39 minutes west 506.8 feet, south 53 degrees 56 minutes west 142.5 feet, north 46 degrees 21 minutes west 193 feet, crossing another brook, north 40 degrees 39 minutes east 122.7 feet,



north 50 degrees 55 minutes west 1,241.4 feet, recrossing the first mentioned road leading to Browns Station, north 53 degrees 25 minutes west 389.5 feet, south 74 degrees 19 minutes west 1,825.1 feet, south 42 degrees east 207.3 feet, south 66 degrees 39 minutes west 395.2 feet, south 69 degrees 34 minutes west 1,136.2 feet, north 7 degrees 19 minutes west 423.2 feet, crossing another brook, and south 80 degrees 3 minutes west 716.2 feet to a point in the southerly line of the before mentioned road leading from Shokan and Broadhead to Olive; thence continuing along said southerly line of Parcel No. 674 and running partly along the westerly line of said parcel south 21 degrees 19 minutes east 518.8 feet, south 78 degrees 3 minutes west 817.9 feet and north 15 degrees 57 minutes west 500 feet to a point in the centre of said road leading to Olive; thence along the centre line of same south 79 degrees 5 minutes west 169.4 feet; thence continuing along the westerly line of Parcel No. 674, and running partly along the southerly line of before mentioned Parcel No. 670 and along the southerly and westerly lines of Parcel No. 669 the following courses and distances: North 1 degree 57 minutes west 418.5 feet, north 43 degrees 3 minutes east 503.8 feet, north 35 degrees 1 minute west 1,020.5 feet, north 21 degrees 36 minutes east 622.4 feet, south 85 degrees 34 minutes west 478 feet and north 9 degrees 43 minutes west 968.8 feet to the northwest corner of said Parcel No. 669, in the southerly line of Parcel No. 667, in the centre of the before mentioned Ulster and Delaware plank road; thence along the centre line of said road, partly along said southerly line of Parcel No. 667, and along the southerly lines of before mentioned parcels Nos. 666 and 665 and Parcel No. 664 south 82 degrees 22 minutes west 122 feet, crossing Butternut Creek, and south 86 degrees 42 minutes west 478.3 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. 661 to 713, both inclusive, contained in the above description.

Reference is hereby made to the said map, filed as aforesaid, in the office of the County Clerk of the County of Ulster, for a more detailed description of the real estate to be taken in fee, as above described.

In case any real estate hereinbefore described is used for highways 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 January 27, 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.

f6,m20

## SUPREME COURT—NINTH JUDICIAL DISTRICT.

NINTH JUDICIAL DISTRICT, WESTCHESTER COUNTY.

KENSICO RESERVOIR, SECTION No. 6.

Second Separate Report.

In the matter of the application and petition of J. Edward Simmons, Charles N. Chadwick and Charles A. Shaw, constituting the Board of Water Supply of The City of New York, to acquire real estate for and on behalf of The City of New York, under chapter 724 of the Laws of 1905, and the acts amendatory thereof, in the Town of Mount Pleasant, Westchester County, N. Y., for the purpose of providing an additional supply of pure and wholesome water for the use of The City of New York.

**PUBLIC NOTICE IS HEREBY GIVEN** that the second separate report of Vincent Neilan, John I. Storm and Charles H. Lovett, who were appointed Commissioners of Appraisal in the above entitled matter by an order of this Court, made at a Special Term thereof, held at the Court House in White Plains, Westchester County, N. Y., on July 20, 1907, was filed in the office of the Clerk of the County of Westchester on the 6th day of February, 1909.

Said report bears date February 1, 1909, and affects parcels Nos. 367, 368, 373, 375, 379, 381, 383, 384, 389, 392, 393, 396, 397, 408, 409, 411, 420, 423, 424, 427, 429, 430, 431, 433, 434, 437, 438, 447 and 448, shown on the map in this proceeding.

Public notice is further given that an application will be made at a Special Term of the Supreme Court of the State of New York, to be held in and for the Ninth Judicial District, at the Court House at White Plains, Westchester County, N. Y., on the 3d day of April, 1909, at 10 o'clock in the forenoon of that day or as soon thereafter as counsel can be heard, for an order confirming said report, and for such other and further relief as may be just.

Dated March 6, 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.

m13,a3

NINTH JUDICIAL DISTRICT, ORANGE COUNTY.

NORTHERN AQUEDUCT DEPARTMENT, CATSKILL AQUEDUCT.

SECTION No. 8.

TOWNS OF CORNWALL, NEW WINDSOR AND NEWBURG.

NOTICE OF APPLICATION FOR THE APPOINTMENT OF COMMISSIONERS OF APPRAISAL.

**PUBLIC NOTICE IS HEREBY GIVEN** that it is the intention of the Corporation Counsel of The City of New York to make 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 at the Judges' Chambers in the City of Poughkeepsie, Dutchess County, N. Y., on the 27th day of March, 1909, at 10.30 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 Orange, 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 towns of Cornwall, New Windsor and Newburg, County of Orange and State of New York, shown on a certain map entitled: "Northern Aqueduct Department, Section No. 8. Board of Water Supply of The City of New York. Map of real estate situated in the towns of Cornwall, New Windsor and Newburg, County of Orange 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 the vicinity of Vails Gate to the vicinity of Coldenham," which map was filed in the office of the County Clerk of the County of Orange, at Goshen, New York, on the 17th day of December, 1908; which parcels are bounded and described as follows:

Beginning at the most westerly point of Parcel No. 359 of real estate Section No. 7, Northern Aqueduct Department (the map of which section was filed in the office of the County Clerk of the County of Orange at Goshen, New York, on the 14th day of December, 1908), said point being also in the southerly line of Parcel No. 370 of the section hereby described, and running thence partly along said southerly line, north 65 degrees 29 minutes 30 seconds west 658.3 feet, on a curve of 75 feet radius to the right, 7.8 feet, and north 51 degrees 53 minutes west 57.1 feet to the most southerly point of Parcel No. 371, in the line between the towns of Cornwall and New Windsor; thence partly along the southerly lines of said Parcel No. 371 and Parcel No. 372, north 51 degrees 53 minutes west 876.9 feet to the southwest corner of said Parcel No. 372, in a road leading from Orrs Mills to Vails Gate; thence along said road and partly along the westerly line of said parcel, north 27 minutes 30 seconds west 8.1 feet to the southeast corner of Parcel No. 973; thence partly along the southerly line of said parcel, along the easterly, southerly, westerly and partly along the northerly lines of Parcel No. 374, again partly along the southerly line of Parcel No. 373, and partly along the southerly line of Parcel No. 375, the following courses and distances: North 89 degrees 19 minutes 30 seconds west 10.4 feet, north 51 degrees 53 minutes west 263.3 feet, south 24 degrees 26 minutes west 174.9 feet, south 40 minutes 30 seconds west 465 feet, north 89 degrees 19 minutes 30 seconds west 484 feet, north 40 minutes 30 seconds east 465 feet, south 89 degrees 19 minutes 30 seconds east 172 feet, north 32 degrees 46 minutes east 361.2 feet and north 51 degrees 53 minutes west 403.7 feet to the most southerly point of Parcel No. 376, in the centre of a road leading from Salisbury Mills to Vails Gate; thence partly along the southerly line of said parcel, along the southerly lines of Parcels Nos. 377, 378, 379, 380 and 381, partly along the southerly line of Parcel No. 382, partly along the southerly and along the westerly lines of Parcel No. 383, along the westerly lines of Parcels Nos. 385, 386 and 387, partly along the westerly line of Parcel No. 388, partly along the southerly and westerly lines of Parcel No. 389, along the southerly line of Parcel No. 390, partly along the southerly line of Parcel No. 392 and along the southerly lines of Parcels Nos. 393 and 394, the following courses, distances and curve: North 51 degrees 53 minutes west 3,345.3 feet, crossing the Newburg branch of the Erie Railroad, the Newburg branch of said railroad and a road leading from Washington square to Vails Gate; south 85 degrees 45 minutes 30 seconds west 490.4 feet, north 6 degrees 15 minutes 30 seconds west 777.2 feet, north 17 degrees 28 minutes west 588.8 feet, north 25 degrees 15 minutes west 39.3 feet, north 43 degrees 20 minutes west 841 feet, north 20 degrees 44 minutes west 3,369.1 feet, north 25 degrees 5 minutes west 1,143 feet, north 15 degrees 47 minutes west 11 feet, north 15 degrees 36 minutes west 30.5 feet, north 35 degrees 51 minutes west 66.5 feet, on a curve of 100 feet radius to the left, 73.2 feet, and north 77 degrees 49 minutes west 2,776.8 feet, to the most westerly point of said Parcel No. 394, in the centre of a road leading from Salisbury Mills to Little Britain turnpike, said point being also in the southerly line of Parcel No. 395; thence partly along said line and along the southerly line of Parcel No. 396, the following courses and distances: North 77 degrees 49 minutes west 1,225.4 feet, crossing another road leading from Salisbury Mills to Little Britain turnpike, north 56 degrees 33 minutes west 708.1 feet, south 78 degrees 27 minutes west 176.8 feet, north 56 degrees 33 minutes west 250 feet, north 25 degrees 18 minutes west 578.5 feet, north 39 degrees 38 minutes west 302.5 feet, crossing a pond, and north 64 degrees 5 minutes west 548 feet, to the most westerly point of said Parcel No. 396, in the centre of Little Britain turnpike leading from Little Britain to Newburg, said point being also in the southerly line of Parcel No. 399; thence partly along said line, along the westerly line of Parcel No. 398, again partly along the southerly line of Parcel No. 399, partly along the westerly line of said parcel, along the westerly lines of Parcels Nos. 400, 401 and 402, the following courses and distances: North 54 degrees 31 minutes west 725.8 feet, crossing Jackson avenue (leading from Little Britain turnpike to Cochection turnpike), north 15 degrees 42 minutes east 33.5 feet, north 86 degrees 3 minutes west 158.4 feet, north 8 degrees 17 minutes west 26.5 feet, north 34 degrees 6 minutes west 394.5 feet, north 73 degrees 46 minutes west 160.4 feet, north 16 degrees 25 minutes east 132.7 feet, north 34 degrees 6 minutes west 527.7 feet, north 46 degrees 59 minutes west 377.4 feet, north 39 degrees 22 minutes west 285.1 feet, north 19 degrees 45 minutes west 741.7 feet, north 1 degree 35 minutes west 905.9 feet, north 2 degrees 48 minutes east 233.5 feet, north 9 degrees 17 minutes east 573.1 feet, and north 15 degrees 52 minutes east 468.5 feet, to the most northerly point of said Parcel No. 402, in the centre of before mentioned Jackson avenue, said point being also in the westerly line of Parcel No. 403; thence partly along said parcel line and along the centre line of said avenue the following courses and distances: North 8 degrees 11 minutes west 54 feet, north 12 degrees 44 minutes east 237.4 feet, north 13 degrees 5 minutes west 26.9 feet, and north 7 degrees 22 minutes east 168.4 feet, to the southeast corner of Parcel No. 404; thence along the southerly line of said parcel and partly along the southerly lines of Parcels Nos. 405 and 407 the following courses and distances: North 69 degrees 45 minutes west 239.8 feet, north 47 degrees 36 minutes west 932.2 feet, north 19 degrees 35 minutes west 399.5 feet, north 31 degrees 20 minutes west 246.4 feet, north 63 degrees 26 minutes west 706.9 feet, north 50 degrees 32 minutes west 133.9 feet, and north 37 degrees 38 minutes west 1,936.3 feet to the most westerly point of said Parcel No. 407, in the line between the towns of Newburg and New Windsor, said point being also in the southerly line of Parcel No. 408; thence along said town line and partly along said southerly parcel line north 75 degrees 57 minutes west 391.1 feet, and north 74 degrees 15 minutes west 585 feet to the southwest corner of said parcel; thence partly along the westerly line of same and along the westerly line of Parcel No. 409 the following courses and distances: North 18 degrees 47 minutes east 444.8 feet, north 8 degrees 7 minutes west 488.1 feet, north 37 degrees 38 minutes west 116.2 feet,

north 50 degrees 11 minutes west 1,021.2 feet, north 22 degrees 12 minutes west 807.2 feet, north 28 degrees 2 minutes west 20.3 feet, north 33 degrees 53 minutes west 150 feet, south 78 degrees 3 minutes west 201.3 feet, north 19 degrees 30 minutes west 50 feet, north 70 degrees 10 minutes east 180 feet, north 33 degrees 53 minutes west 286.2 feet, and north 83 degrees 55 minutes west 825.5 feet, crossing Drury lane (leading from Little Britain to St. Andrew) to the most westerly point of said Parcel No. 409, in the line between the towns of Newburg and Montgomery; thence along said town line, and continuing along the westerly line of Parcel No. 409 north 16 degrees 7 minutes east 550 feet to the northwest corner of said parcel, said point being also the southwest corner of Parcel No. 295 of Real Estate Section No. 6, Northern Aqueduct Department (the map of which section was filed in the office of the County Clerk of the County of Orange at Goshen, New York, on the 15th day of June, 1908); thence along the southerly line of the last mentioned parcel and the northerly line of before mentioned Parcel No. 409 south 73 degrees 54 minutes east 665.6 feet, recrossing Drury lane, to the northeast corner of said Parcel No. 409; thence partly along the easterly line of said parcel and along the northerly and easterly lines of before mentioned Parcel No. 408 the following courses and distances: South 12 degrees 1 minute east 44.4 feet, south 33 degrees 53 minutes east 510.5 feet, south 2 degrees 5 minutes west 10.4 feet, south 69 degrees 6 minutes east 10.6 feet, south 33 degrees 53 minutes east 321.5 feet, south 28 degrees 2 minutes east 61 feet, south 22 degrees 12 minutes east 650.8 feet, south 50 degrees 11 minutes east 1,092.9 feet, south 37 degrees 38 minutes east 925.6 feet, south 7 degrees 22 minutes west 70.7 feet, and south 37 degrees 38 minutes east 833.5 feet to the northeast corner of before mentioned Parcel No. 407, in the before mentioned line between the towns of Newburg and New Windsor; thence partly along the easterly line of said Parcel No. 407 and along the easterly lines of Parcel No. 406 and before mentioned Parcel No. 405, and partly along the easterly line of before mentioned Parcel No. 404, the following courses and distances: South 37 degrees 38 minutes east 1,763.6 feet, south 63 degrees 26 minutes east 871.6 feet, south 50 degrees 33 minutes east 119.5 feet, south 38 degrees 20 minutes east 1,100.2 feet, south 83 degrees 20 minutes east 106.1 feet and south 38 degrees 20 minutes east 135 feet, to the most northerly point of before mentioned Parcel No. 403, in the centre of before mentioned Jackson avenue; thence partly along the easterly line of said parcel, south 38 degrees 20 minutes east 24.4 feet to a point in the easterly line of said avenue; thence along said line, south 7 degrees 22 minutes west 104.8 feet; thence continuing along the easterly line of Parcel No. 403, and running along the easterly lines of before mentioned Parcels Nos. 402, 401 and 400, the northerly lines of Parcels Nos. 399 and 397, and the easterly line of the last mentioned parcel, the following courses, distances and curve: South 38 degrees 20 minutes east 222.3 feet, on a curve of 250 feet radius to the right, 236.5 feet, south 15 degrees 52 minutes west 924.3 feet, south 4 degrees 38 minutes west 185 feet, south 49 degrees 5 minutes west 39 feet, recrossing before mentioned Jackson avenue, south 9 degrees 17 minutes west 207.5 feet, south 2 degrees 48 minutes west 216.9 feet, south 1 degree 35 minutes east 779.9 feet, south 19 degrees 45 minutes east 755.3 feet, south 39 degrees 22 minutes east 631.5 feet, south 34 degrees 6 minutes east 1,017.9 feet, south 54 degrees 31 minutes east 937.2 feet, again recrossing Jackson avenue, south 64 degrees 5 minutes east 117.4 feet, south 5 degrees 2 minutes west 21.3 feet, south 84 degrees 58 minutes east 55.8 feet, south 64 degrees 5 minutes east 80 feet and south 8 degrees 59 minutes west 45.7 feet to the southeast corner of said Parcel No. 397, in the northerly line of before mentioned Parcel No. 396, said point being also in the centre of before mentioned Little Britain turnpike; thence along the centre line of said turnpike, partly along said northerly parcel line, south 84 degrees 58 minutes east 122.5 feet; thence continuing along the northerly line of said parcel and running along the northerly lines of before mentioned Parcels Nos. 395 and 392, the northerly line of Parcel No. 391, partly along the northerly and easterly lines of before mentioned Parcel No. 390, along the northerly and easterly lines of before mentioned Parcel No. 389, the easterly line of before mentioned Parcel No. 388, and partly along the easterly line of before mentioned Parcel No. 387, the following courses, distances and curve: South 64 degrees 5 minutes east 304 feet, south 39 degrees 38 minutes east 212.3 feet, south 32 degrees 27 minutes east 75.1 feet, south 25 degrees 16 minutes east 365.5 feet, south 56 degrees 33 minutes east 984.4 feet, south 77 degrees 49 minutes east 3,345.7 feet, recrossing the two before mentioned roads leading from Little Britain turnpike to Salisbury Mills, north 79 degrees 19 minutes east 651.2 feet, south 15 degrees 9 minutes east 284.8 feet, south 77 degrees 49 minutes east 26 feet, on a curve of 300 feet radius to the right, 219.7 feet, south 35 degrees 51 minutes east 1,132.2 feet, south 28 degrees 18 minutes east 78.9 feet, south 20 degrees 44 minutes east 226.6 feet and north 71 degrees 17 minutes east 62.9 feet to a point in the westerly line of a road leading from Little Britain turnpike to Vails Gate; thence along said road line, continuing along the easterly line of Parcel No. 387, and running partly along the easterly line of before mentioned Parcel No. 386, the following courses and distances: South 18 degrees 30 minutes east 426.3 feet, south 18 degrees east 562.9 feet, south 24 degrees 21 minutes east 441 feet, south 23 degrees 8 minutes east 697.2 feet, south 16 degrees 8 minutes west 12.5 feet, south 10 degrees 3 minutes east 296.1 feet, south 9 degrees 33 minutes east 139.6 feet, south 18 degrees 34 minutes east 47.4 feet, south 27 degrees 11 minutes east 81.1 feet and south 34 degrees 22 minutes east 94.7 feet; thence continuing along the easterly line of Parcel No. 386 and running along the easterly line of before mentioned Parcel No. 385, partly along the easterly line of before mentioned Parcel No. 383 and along the northerly line of Parcel No. 384, the following courses and distances: South 62 degrees 17 minutes west 16.2 feet, south 20 degrees 44 minutes east 334.7 feet, south 43 degrees 20 minutes east 866.1 feet, south 34 degrees 18 minutes east 102.2 feet, south 25 degrees 15 minutes east 602.5 feet, south 17 degrees 28 minutes east 390.9 feet, south 75 degrees 25 minutes east 248 feet, south 17 degrees 34 minutes east 357.7 feet and north 75 degrees 31 minutes east 466.7 feet, crossing a brook, to the northeast corner of said Parcel No. 384, in the westerly line of a road leading to Washington square; thence along said line and the easterly line of said parcel south 32 degrees 46 minutes east 26.3 feet, to the southeast corner of said parcel; thence along the southerly line of same, partly along the northerly line of before mentioned Parcels Nos. 382 and 381, along the northerly lines of before mentioned Parcels Nos. 380, 379, 378, 377 and 376, the following courses and distances: South 75 degrees 31 minutes west 473.6 feet, recrossing before mentioned brook, south 25 degrees 41 minutes 30 seconds east 378.1 feet, south 51 degrees 53 minutes east 3,350.2 feet, recrossing a road leading from Vails Gate to Washington square, the Newburg branch of the Erie Railroad and the Newburg short line

of said railroad, to the most easterly point of said Parcel No. 376, in the northerly line of before mentioned Parcel No. 375, said point being also in the centre of before mentioned road leading from Salisbury Mills to Vails Gate; thence along the centre line of said road, partly along said northerly parcel line north 77 degrees 38 minutes 30 seconds east 17.6 feet and north 65 degrees 53 minutes 30 seconds east 34 feet; thence continuing along said northerly parcel line and running along the northerly lines of before mentioned Parcels Nos. 373 and 372 and partly along the northerly line of before mentioned Parcel No. 371 the following courses and distances: South 16 degrees 46 minutes 30 seconds east 75.9 feet, south 51 degrees 53 minutes east 263.3 feet, north 38 degrees 7 minutes east 60 feet, south 51 degrees 53 minutes east 250 feet, south 38 degrees 7 minutes east 1,205.5 feet, recrossing before mentioned road leading from Orrs Mills to Vails Gate, to the most easterly point of said Parcel No. 371, in before mentioned line between the Towns of New Windsor and Cornwall, said point being also in the northerly line of before mentioned Parcel No. 370; thence partly along said line south 51 degrees 53 minutes east 5 feet, on a curve of 25 feet radius to the left 5.9 feet and south 65 degrees 29 minutes 30 seconds east 727.5 feet, to the most easterly point of said parcel in the northerly line of before mentioned Parcel No. 369 of Real Estate Section No. 7, Northern Aqueduct Department; thence partly along said northerly line and the southerly line of said Parcel No. 370 south 78 degrees 37 minutes 30 seconds west 85.3 feet to the point or place of beginning.

The greatest width of the proposed taking along the line of the Aqueduct is 480 feet, which occurs across Parcels 373 and 374.

The least width of the said taking is 50 feet, which occurs across Parcels 370 to 373, both inclusive, and 375 to 382, both inclusive.

The fee of all the real estate shown on said map is to be acquired by The City of New York, designated as Parcels 370 to 409, both inclusive, except Parcel No. 384, colored dark blue on said map, in which a perpetual easement is to be acquired, being the right to construct and forever maintain the Aqueduct and its appurtenances as provided for by said act and the acts amendatory thereof and relating thereto, on, over or through said parcel.

Reference is hereby made to the said map, filed as aforesaid in the office of the County Clerk of the County of Orange, for a more detailed description of the real estate to be acquired as above stated.

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 February 8, 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.

f13,m27

## PROPOSALS FOR BIDS AND ESTIMATES FOR THE CITY OF NEW YORK.

### NOTICE TO CONTRACTORS.

#### GENERAL INSTRUCTIONS TO BIDDERS.

The person or persons making a bid or estimate for any services, work, materials or supplies for The City of New York, or for any of its departments, bureaus or offices, shall furnish the same in a sealed envelope, indorsed with the title of the supplies, materials, work or services for which the bid or estimate is made, with his or their name or names and the date of presentation to the President or Board or to the head of the Department at his or its office, on or before the date and hour named in the advertisement for the same, at which time and place the estimates received will be publicly opened by the President or Board or head of said Department and read, and the award of the contract made according to law as soon thereafter as practicable.

Each bid or estimate shall contain the name and place of residence of the person making the same, and names of all persons interested with him therein, and, if no other person be so interested, it shall distinctly state that fact; also, that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud, and that no member of the Board of Aldermen, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of The City of New York is, shall be or become interested, directly or indirectly, as contracting party, partner, stockholder, surety or otherwise in or in the performance of the contract, or in the supplies, work or business to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate that the several matters stated herein are in all respects true.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in The City of New York, or of a guaranty or surety company duly authorized by law to act as surety, and shall contain the matters set forth in the blank forms mentioned below.

No bid or estimate will be considered unless, as a condition precedent to the reception or consideration of any proposal, it be accompanied by a certified check upon one of the State or National banks of The City of New York, drawn to the order of the Comptroller, or money to the amount of five per centum of the amount of the bond required, as provided in section 420 of the Greater New York Charter.

The certified check or money should not be inclosed in the envelope containing the bid or estimate, but should be either inclosed in a separate envelope addressed to the head of the Department, President or Board, or submitted personally upon the presentation of the bid or estimate.

For particulars as to the quantity and quality of the supplies, or the nature and extent of the work, reference must be made to the specifications, schedules, plans, etc., on file in the said office of the President, Board or Department.

No bid shall be accepted from or contract awarded to any person who is in arrears to The City of New York upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the City.

The contract must be bid for separately. The right is reserved in each case to reject all bids or estimates if it is deemed to be for the interest of the City so to do.

Bidders will write out the amount of their bids or estimates in addition to inserting the same in figures.

Bidders are requested to make their bids or estimates upon the blank forms prepared and furnished by the City, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the Department for which the work is to be done. Plans and drawings of construction work may also be seen there.