

# THE CITY RECORD.

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### DEPARTMENT OF BRIDGES.

Report for the Year ending December 31, 1900.

DEPARTMENT OF BRIDGES—CITY OF NEW YORK,  
COMMISSIONER'S OFFICE, PARK ROW BUILDING,  
MANHATTAN, NEW YORK CITY, N. Y., January 30, 1901.

To Honorable ROBERT A. VAN WYCK, Mayor of The City of New York:

SIR—Pursuant to requirements of section 457 of the Greater New York Charter, I, John L. Shea, Commissioner of Bridges of The City of New York, do respectfully report the business and transactions of the Department of Bridges for the year ending December 31, 1900.

The beginning of the twentieth century finds The City of New York well equipped in the number and character of its bridges. Many of the antique bridges existing prior to the consolidation of the present boroughs have given way to modern and more useful as well as ornamental structures, greatly adding to the comfort and convenience of its citizens and the vast amount of traffic handled daily. Electricity has supplanted hand power in the working of many of the smaller bridges, thus saving much valuable time in their operation, particularly in the Borough of Brooklyn. This power will be provided also for the bridges under construction, where practicable.

There are in the Department, in all boroughs, seventy-eight bridges under maintenance. At the time of the organization of the Department there were throughout the city four hundred and thirty-nine bridges, but as many of these were connected with the street system of the City, they were transferred to the Department of Highways.

The following is a list of the structures now being maintained by this Department, with the name, location, approximate cost of construction, etc., of each.

#### BRIDGES UNDER MAINTENANCE.

NAME.	WATER COURSE.	TERMINALS.	HIGHWAY AND HIGHWAY MARK.	VARIETY.	APPROXIMATE COST OF CONSTRUCTION.
New York and Brooklyn Bridge	East river	Park row, Manhattan Washington street, Brooklyn	100 ft.	Suspension	\$17,000,000.00
Hudson River Canal Bridge	Hudson river canal	Broadway, Manhattan	70	Draw	445,000.00
Spuysten Deyvil Creek Bridge	Spuysten Deyvil creek	Broadway, Manhattan	15	Slide girder	65,000.00
Washington Bridge	Hudson river	West One Hundred and Eighty-first street, Manhattan Aqueduct avenue, Bronx	150 ft.	Steel arch	7,500,000.00
New York and Putnam Railroad Bridge Approaches	"	Eighty avenue, Manhattan Seagwick avenue, Bronx	35	"	4,000.00
Massey's Dam Bridge	"	One Hundred and Fifty-fifth street, Manhattan Jerome avenue, Bronx	34 ft.	Draw	1,350,000.00
Madison Avenue Bridge	"	Madison avenue, Manhattan East One Hundred and Thirty-eighth street, Bronx	40 ft.	"	494,000.00
Third Avenue Bridge	"	Third avenue, Manhattan and Bronx	85 ft.	"	1,470,000.00
Second Avenue Bridge (sidewalks)	"	Second avenue, Manhattan	11 ft.	"	"
Mott Haven Canal Bridge	Mott Haven canal	East One Hundred and Thirty-fifth street, Manhattan	6 ft.	" (cob tail)	4,000.00
Crownell's Creek Bridge	Crownell's creek	East One Hundred and Sixty-fifth street, Bronx	"	Trestle	14,200.00
Tremont Avenue Bridge	Bronx river	Tremont avenue, Bronx West Farms road, Bronx	"	Bowstring	8,000.00
Westchester Creek Bridge	Westchester creek	Main street, Bronx	"	Stringer	1,000.00
City Island Bridge (old)	Pelham Bay Narrows	Pelham Bay Park and City Island	4 ft.	Draw	41,000.00
Tibbitt's Brook Bridge	Tibbitt's brook	Riverside avenue, Bronx	"	Deck stringer	1,500.00
Unionport Drawbridge	Westchester creek	Sixth street and Eastern Boulevard, Bronx	6 ft.	Draw	25,000.00
Williamsbridge	Bronx river	Olin avenue and Gun Hill road, Bronx	"	Pony truss	10,000.00
Westchester Avenue Bridge (temporary)	"	Westchester avenue and turnpike, Bronx	10 ft.	Pony draw	100,000.00
Samuel Street Bridge	"	Samuel street and West Farms road, Bronx	"	Pony truss	10,000.00
Westchester Turnpike Bridge	Harrods creek	Westchester turnpike, Bronx	10 ft.	Stringer	200.00
Hutchinson's River Bridge	Hutchinson's river	Boston post road, Bronx	7	Draw	20,000.00
Broadway Bridge	Tibbitt's brook	Broadway, Bronx	"	Masonry arch	"
Second Street Bridge	Bronx river	Second street, Williamsbridge, Bronx	"	Four bridge	"
Woodlawn Bridge	"	Two Hundred and Thirty-third street and Nineteenth avenue, Bronx	"	Lattice	8,000.00
Kingsbridge	Spuysten Deyvil creek	Kingsbridge avenue, Bronx Kingsbridge avenue, Manhattan Kingsbridge road, Bronx Farmer's Bridge road, Manhattan	"	Wooden	"
Farmer's Bridge	"	"	"	"	"
Fourteen small unnamed bridges	Small creeks and streams	Borough of The Bronx	"	2 arch 11 stringer 1 trestle	\$7,500.00
Vernon Avenue Bridge	Newtown creek	Commercial avenue, Brooklyn Vernon avenue, Queens	7	Draw	8,000.00
Greenpoint Avenue Bridge (Blauvelt Bridge)	"	Greenpoint avenue, Brooklyn and Queens	18 ft.	"	8,000.00
Meeker Avenue Bridge	"	Meeker avenue, Brooklyn and Queens	"	"	140,000.00
Grand Street Bridge	"	Grand street, Brooklyn and Queens	7 ft.	"	65,000.00
Metropolitan Avenue Bridge	"	Metropolitan avenue, Brooklyn and Queens	"	Wooden trestle	4,000.00
Borden Avenue Bridge	Dutch Kills creek	Borden avenue, Queens	10 ft.	Draw	15,000.00
Hunter's Point Avenue Bridge	"	Hunter's Point avenue, Queens	"	"	25,000.00
Thompson Avenue Bridge	"	Thompson avenue, Queens	"	Stone and brick arch	3,000.00
Clinton Road Bridge	English Kills creek	Clinton road, Queens	"	Wooden trestle	1,500.00
Locust Avenue Bridge	Beaver creek	Locust avenue and Rockaway road, Queens	"	"	5,000.00
Flushing Creek Bridge	Flushing creek	Jackson avenue and Broadway, Queens	"	Draw	30,000.00
Strong's Causeway Bridge	Horse brook	Flushing and Corona, Queens	"	"	30,000.00
Little Neck Bridge	Aldiey creek	Broadway, Queens	"	"	20,000.00
Norton's Creek Bridge	Norton's creek	Far Rockaway and Edgemere, Queens	"	"	25,000.00
Mill Creek Bridge	Mill creek	Richmond terrace, Richmond	"	Stone arch	4,100.00
Lemon Creek Bridge (Princes Bay)	Lemon creek	Richmond	"	Draw	5,000.00
Fresh Kills Bridge	Richmond creek	South Broadway, Richmond	"	Draw and trestle	40,000.00

\* Cost included with 14 small bridges designated in list.



NAME.	WATER COURSE.	TERMINALS.	HIGHEST ABOVE HIGH-WATER MARK.	VARIETY.	APPROXIMATE COST OF CONSTRUCTION.
Western Avenue Bridge	Bridge creek	Western avenue, Richmond	Feet	Wrought truss	\$1,000.00
Hamilton Avenue Bridge	Gowanus creek	Hamilton avenue, Brooklyn	37.85	Swing	40,000.00
Ninth Street Bridge	"	Ninth street, Brooklyn	47	"	15,000.00
Third Street Bridge	"	Third street, Brooklyn	78	"	25,000.00
Carroll Street Bridge	"	Carroll street, Brooklyn	7	Boxon draw	25,000.00
Union Street Bridge	"	Union street, Brooklyn	11.20	Swing	25,000.00
Washington Avenue Bridge	Wallabout creek	Washington avenue, Brooklyn	7.60	Boxon draw	47,000.00
Metropolitan Avenue Bridge	Newtown creek, branch	Metropolitan avenue, Brooklyn	10.00	Swing	60,000.00
Harvey Avenue Bridge	Coney Island creek	West Eighteenth and West Seventeenth streets, Brooklyn	9	Boxon draw	10,000.00
First Avenue Bridge	Gowanus canal, branch	Tenry avenue, Brooklyn	20	Fixed span	15,000.00
Great Avenue Bridge	Bedford creek	Kent avenue, Brooklyn	7.50	"	25,000.00
Beacon Island Bridge	Tidal creek	Barren Island, Brooklyn	54	Boxon draw	4,750.00
Queens Avenue Bridge	Coney Island creek	Sheepshead Bay with Maclean Beach, Brooklyn	54	"	3,000.00
Remond Avenue Bridge	"	Emmons avenue, Brooklyn	54	Fixed	3,000.00
Kingsland Avenue Bridge	Newtown creek, branch	Kingsland avenue, Brooklyn	54	"	1,000.00
Old Mill Bridge	Beacon creek	Old Mill road, Brooklyn	54	"	500.00
Small Road Bridge	Coney Island creek	Small road, Brooklyn	54	"	1,000.00
Downstream Lane Bridge	Bedford creek	Kauwenhoven lane, Brooklyn	54	"	500.00
Small Road Bridge (Downstream)	Tidal creek	Small road, Brooklyn	54	"	200.00
Coney Island Avenue Bridge	Coney Island creek	Coney Island avenue, Brooklyn	54	"	1,000.00
Grayson Park Lane Bridge	Town creek	Grayson Park lane, Brooklyn	54	"	1,000.00

Included in the foregoing list of bridges under maintenance are the Spuyten Duyvil Creek Bridge, and the Housville Bridge, over Newtown creek at Greenpoint avenue, which were completed during the year past.

The Spuyten Duyvil Creek Bridge was constructed under authority of chapter 399, Laws of 1890, as amended by chapter 86, Laws of 1897, by Gilchrist & Smith, contractors, under contract executed July 16, 1897, and accepted as complete on the 16th day of May, 1900. The cost of said structure was \$29,192.70.

The Housville Bridge, over Newtown creek at Greenpoint avenue, was authorized by ordinance of the Municipal Assembly duly adopted and approved by the Mayor on the 31st of December, 1898, was constructed by the Deegan McLean Construction Company, contractors, under contract executed on the 27th of February, 1899, at a cost of \$58,518.60. The bridge was accepted as complete on the 26th day of March, 1900.

#### BRIDGES UNDER CONSTRUCTION.

There are four bridges now in course of construction, viz.: Bridge (No. 3) over the East river, between the boroughs of Manhattan and Brooklyn; Bridge (No. 4) over the East river, between the boroughs of Manhattan and Queens; Bridge over the Harlem river, between First and Willis avenues; Bridge over the Harlem river, between One Hundred and Forty-fifth and One Hundred and Forty-sixth streets; Bridge connecting Pelham Bay Park with City Island, borough of The Bronx; Bridge over Newtown creek, from Grand street in the Borough of Brooklyn to Grand street in the Borough of Queens. The status of work on these bridges is as follows:

#### Bridge (No. 3) over the East River, between the Boroughs of Manhattan and Brooklyn.

On January 9, 1900, I received a certified copy of ordinance authorizing the construction of this bridge, also certified copy of ordinance authorizing the issue of \$1,000,000 Corporate Stock, January 19, 1900, transmitted ordinance to War Department, plans for the construction of this bridge having been filed with the Secretary of War December 8, 1899. February 1, 1900, received from War Department and plans duly approved. May 9, 1900, resolution of the Board of Public Improvements authorizing the Corporation Counsel to proceed to acquire title was transmitted to your office, and by you transmitted to the Comptroller, who was requested by letter from this office, dated May 14, 1900, to have resolution adopted by the Board of Estimate and Apportionment, as required by chapter 284, Laws of 1900, which request was renewed May 17, and again on November 25, 1900.

The exact location of the bridge proper has been established and the triangulation to fix the distance across the river completed. The center line of the bridge has been run out from end to end of the approaches and fixed in all the intersecting streets.

This work of location was extremely laborious, on account of the many unsolvable difficulties encountered and because extreme accuracy had to be attained.

Borings have been made on the sites of the tower foundations which establish as clearly as possible the character of the material on which these foundations have to rest. The contract for making these borings was let to Bernard Rolf, who began work on March 1, 1900, and completed it on June 2, 1900.

Plans and specifications for the Brooklyn tower foundations were completed and the latter submitted to the Corporation Counsel on June 5, 1900. We have since that time been ready to let this work, when the appropriation is available, as soon as the contract and specifications are approved by the Corporation Counsel and the same are printed.

The plans and specifications for the Manhattan tower foundations can be made ready for letting within twenty days. Property maps, for condemnation of property required for the towers and approaches, have been prepared and the same submitted.

A great amount of computation has been done in connection with the plans for the bridge proper and the general scope of the work fixed. Work is now being done on the finished plans and details. In view of the fact that we are in a position to keep well ahead of the appropriations with the work of preparing plans, it has been our purpose to be thorough and careful in deciding on the methods rather than to rush the plans to completion with less consideration. The amount of money expended on work in connection with the plans of this bridge to December 31, 1900, is \$46,271.22.

#### Bridge (No. 4) over the East River, between the Boroughs of Manhattan and Queens.

The location of the bridge proper has been finally made and the triangulation completed. The center line of the approaches are now being run out.

The contract for boring on the four main pier sites was let to Munn & Copeland. Work was begun on March 1 and completed on August 4, 1900. The result of these borings led to a material change in the location of the Manhattan and Queens piers and a consequent rearrangement of the spans. The data is now in hand for completing plans and specifications, which can be done and the contract advertised within thirty days, if necessary. However, the completion of these plans is being deferred until the superstructure plans are a little further advanced, as the former can then be made to considerable better advantage.

The rearrangement of spans called for recalculation of much of the work and a consequent delay in reaching the point where the piers could be properly designed.

December 2, 1899, plans for this bridge were transmitted to the Secretary of War for his approval; on December 8, 1899, request from the Secretary of War was received for the law under authority of which the bridge was to be constructed. This could not be supplied until the ordinance was adopted authorizing the construction of the bridge, which was approved by the Mayor, November 15, 1900, after which, on November 20, 1900, the Secretary of War's attention was called to our communication of December 2, 1899, requesting the approval of the plans at his earliest convenience. To this no reply has been received, although an early disposition of the matter is expected from the Secretary of War. Up to December 31, 1900, the amount of money expended in connection with the preliminary work on this bridge was \$27,920.24.

The condition, therefore, of the respective bridges is, that we are ready to immediately advertise for bids for the work of constructing the tower foundations of Bridge No. 3, between the boroughs of Manhattan and Brooklyn, when the Corporation Counsel is authorized by resolution of the Board of Estimate to proceed to acquire the necessary lands therefor and the Comptroller complies with the request to provide the money authorized by the Board of Estimate. As for Bridge No. 4, we are ready to request the Corporation Counsel to proceed to acquire land for the tower foundations for said bridge immediately upon receiving from the Secretary of War the approved plans for the same, and to advertise for bids for the work upon compliance of the Comptroller with my request to provide the money authorized by the Board of Estimate. In the foregoing is included the report of Mr. R. S. Buck, Chief Engineer in charge of these two bridges, to Mr. Samuel R. Probasco, Chief Engineer of the Department.

#### Willis Avenue Bridge.

The bridge over the Harlem river, between One Hundred and Twenty-fifth street and First avenue and One Hundred and Twenty-fourth street and Willis avenue, authorized by chapter 147, Laws of 1894, as amended by chapter 604, Laws of 1897, being constructed under contract by John C. Rodgers, is rapidly nearing completion, although many delays have been encountered from various causes, among which were necessary alterations in plans for the operating machinery of the draw span. It is expected, however, that the bridge will be completed and opened for travel about May 1, 1901. The total amount of money paid on account of construction of said bridge to December 31, 1900, is \$1,154,712.16.

#### One Hundred and Forty-fifth Street (Lenox Avenue) Bridge.

Bridge over the Harlem river, between One Hundred and Forty-fifth street and One Hundred and Forty-sixth street, authorized by chapter 486, Laws of 1893, as amended by chapter 719, Laws of 1900. The amendment to the original act was for the purpose of widening the bridge from seventy feet, the original width proposed, to not more than ninety feet, in order to better meet the requirements of the growing business of the section of the city where the bridge is located. To obtain this object the bridge has been redesigned, and a width of eighty-four feet has been provided, with a draw span of three hundred feet. Work was commenced on October 8, 1900, and the contractor is making satisfactory progress with the construction. The amount of money expended on the construction of this bridge to December 31, 1900, is \$795,540.47.

#### City Island Bridge.

Bridge connecting Pelham Bay Park with City Island, Borough of The Bronx, authorized by chapter 638, Laws of 1894, amended by chapter 507, Laws of 1896. Work was begun on this bridge on January 19, 1899. It is being constructed by John B. O'Rourke, under contract executed December 13, 1898. The progress of the work on this bridge has been slow, the principal cause of which arose from the many obstacles encountered in the acquisition of land. This land is now in the possession of the City, and it is expected that the bridge will be opened about May 1, 1901. The amount of money expended on the construction of this bridge to December 31, 1900, is \$171,740.43.

#### Bridge over Newtown Creek at Grand Street.

On the 27th day of August, 1900, the old bridge over Newtown creek, at Grand street, was closed to public travel, a contract having been executed on the 7th day of August, 1900, with Bernard Rolf for the reconstruction of said bridge, at an estimated contract price of \$173,370.90. The reconstruction of this bridge is authorized by ordinance of the Municipal Assembly, approved by the Mayor June 8, 1900. The amount of money expended on this contract to December 31, 1900, is \$2,800. The work is progressing fairly well, and I expect the contractor will be able to complete it within the time limited by his contract.

#### PROPOSED BRIDGES.

##### BRIDGES OVER THE HARLEM RIVER.

#### Madison Avenue Bridge.

The subject of a new bridge to replace the present structure at Madison avenue has been agitated for some time past. At a public hearing held by the Board of Public Improvements on February 21, 1900, a resolution was adopted by that body altering the map of the city so as to lay out approaches for a new structure. On the 29th of February, 1900, an ordinance covering this matter was introduced in the Municipal Council and referred to the Committee on Streets and Highways. No action has been taken up to the time of making this report. When the change in the map of the city has been approved so as to provide suitable approaches, the structure will be designed and steps taken to secure necessary authority for its construction. There is great need for a larger and more modern bridge for this locality, due to the greatly increased population and the traffic which necessarily has followed the rapid growth of the northern part of the city. The building of a new bridge to meet the changed conditions at this point is imperative.

##### BOROUGH OF THE BRONX.

#### Mott Haven Canal Bridge at One Hundred and Thirty-fifth Street.

There is great demand for a new and modern structure at One Hundred and Thirty-fifth street, to replace the antiquated bridge which for years has been entirely inadequate for the purpose for which it is intended and cannot accommodate the heavy traffic which is compelled to cross the canal at this point. A new bridge was authorized by chapter 625, Laws of 1896, at a cost not to exceed \$30,000. On December 30, 1897, the Board of Estimate and Apportionment authorized the issue of Corporate Stock in that amount. Plans for a new structure have been prepared, and a contract for the construction of the proposed bridge will be let as soon as the necessary funds are provided by the sale of bonds.

#### Wheatster Avenue Permanent Bridge.

The temporary structure at this point recently completed, will answer its purpose pending the construction of the permanent bridge authorized by chapter 617, Laws of 1896, which provides for a bridge at a cost not to exceed \$100,000; on December 17, 1897, the Board of Estimate and Apportionment authorized the issue of Corporate Stock to the extent of \$100,000; subsequent to that date and prior to January 1, 1898, the Comptroller issued \$15,000 of these bonds. The remaining \$85,000 was reauthorized by resolution of the Board of Estimate and Apportionment on June 7, 1898, and subsequently approved by the Municipal Assembly and the Mayor.

Plans for this structure have been prepared for submission to the War Department for approval.

#### Tremont Avenue Bridge over Bronx River at One Hundred and Seventy-seventh Street.

Authorized by chapter 657, Laws of 1897, at a cost not to exceed \$75,000. Plans for this structure are in course of preparation in the Bronx office, and it is expected that the contract for the construction of this bridge will be let early in the coming year.

#### Bridge over the Bronx River, between Williamsbridge and Woodlawn Station of the New York and Harlem Railroad.

Authorized by chapter 357, Laws of 1897, at a cost not to exceed \$150,000; the issue of Corporate Stock of The City of New York in that amount was authorized by the Board of Estimate and Apportionment December 30, 1897. Owing to changes in the plan of the approaches, an



amendment to the original act is being prepared for presentation to the Legislature to increase the amount authorized for the construction of this bridge to \$200,000. This increased cost is necessary to permit lengthening the Bronx terrace approach, which, as originally designed, was too steep for traffic.

#### BRIDGES IN BOROUGH OF BROOKLYN.

##### Hamilton Avenue Bridge.

It is proposed to build a new and more serviceable structure over Gowanus canal to replace the present bridge, which has been in constant use for the past fourteen years and is not capable of meeting the greater strain imposed upon it during recent years. The building of the new bridge was authorized by resolution of the Board of Public Improvements on December 12, 1900, and on December 18, 1900, a proposed ordinance authorizing the reconstruction was introduced in the Municipal Assembly and referred to the Committee on Bridges and Tunnels of the Council. The estimated cost of this structure is \$100,000.

##### North Street Bridge.

The Engineer's report demonstrates the necessity for a new bridge at this point. A proposed resolution for adoption by the Board of Public Improvements and the Municipal Assembly is now in course of preparation and will be presented to those bodies early in the year 1901. The estimated cost of the structure is placed at \$50,000.

##### Avenue U Bridge.

On May 2, 1900, the Board of Public Improvements adopted a resolution authorizing the construction of a bridge over Gerritsen's creek at Avenue U, and on May 15, 1900, an ordinance was introduced in the Municipal Council to authorize its construction and referred to the Committee on Bridges and Tunnels.

On December 27, 1900, the Board of Estimate and Apportionment, by resolution adopted, authorized the issue of stock to the extent of \$10,000 for the construction of the proposed bridge, which resolution is now pending in the Municipal Assembly. Plans have been prepared, and when the necessary authority has been given work will be immediately commenced.

#### PROPOSED NEWTOWN CREEK BRIDGE.

##### Bridge over Newtown Creek at Vernon Avenue.

The construction of a proposed bridge at this point was authorized by chapter 686, Laws of 1892, as amended by chapter 995, Laws of 1896.

On November 10, 1896, the officials of the former City of Brooklyn placed to the credit of the fund known as the "Newtown Creek Bridge Fund," the sum of \$112,000. Certain preliminary expenses having been paid from this fund, there remains a balance of \$105,504.37 available for expenses connected with the construction of this bridge; it will therefore be necessary to authorize the sum of \$644,495.63 to make a total of \$750,000, the estimated cost of a new structure.

As may be seen by reference to the report of this Department for the year ending December 31, 1899, the necessary measures have been taken to secure authority to proceed with this work. I am awaiting the action of the Municipal Assembly on an ordinance authorizing the work of construction and the issue of bonds; the matter has received favorable action from the Board of Estimate and Apportionment and the Board of Public Improvements.

#### BOROUGH OF QUEENS.

##### Radon Avenue Bridge.

The building of a new structure at this point is being constantly urged by the residents in this vicinity. An application for authority for the construction of this bridge was made to the Municipal Assembly, but failed to pass that body. The Chief Engineer has been instructed to prepare plans for this bridge as soon as the necessary authority is received. The matter will be reintroduced during the coming year.

#### STATEMENT OF ACCOUNT OF APPROPRIATIONS AND EXPENDITURES FOR THE YEAR 1900.

##### MAIR OFFICE.

##### Salaries—General Administration.

Appropriation.....	\$44,916 18
Expenditures.....	43,441 26
Balance.....	\$798 74

##### Contingencies.

Appropriation.....	\$2,000 00
Expenditures—	
Telephone service.....	\$647 05
Supplies.....	920 77
Postage, car-fares, etc.....	193 00
Balance.....	\$1,761 42
Balance.....	\$238 58

##### BRIDGES OVER HARLEM RIVER.

Appropriation.....	\$160,000 00
Expenditures—	
Labor.....	\$89,150 00
Extra labor, removing snow.....	341 00
Coal.....	4,224 97
Oil, tools and other supplies.....	6,775 44
Repairs.....	91,410 30
Balance.....	\$150,905 47
Balance.....	\$94 53

##### NEWTOWN CREEK BRIDGES.

Appropriation.....	\$63,966 00
Expenditures—	
Wages.....	\$58,577 93
Repairs and supplies.....	12,047 04
Balance.....	\$2,341 03

#### BOROUGH OF BROOKLYN.

##### Salaries of Deputy Commissioner and Employees.

Appropriation.....	\$12,300 00
Expenditures.....	12,300 00

##### Maintenance of and Repairs to Bridges.

Appropriation.....	\$50,585 00
Expenditures—	
Salaries and wages.....	\$34,756 50
Repairs and supplies.....	14,718 82
Balance.....	\$49,475 38
Balance.....	\$1,109 62

#### BOROUGH OF THE BRONX.

##### Salaries of Deputy Commissioner and Employees.

Appropriation.....	\$9,040 00
Expenditures.....	8,199 96
Balance.....	\$840 04

##### Contingencies.

Appropriation.....	\$500 00
Expenditures—	
Telephone service.....	\$161 40
Car-fares, etc.....	217 66
Balance.....	\$379 06
Balance.....	\$120 94

##### Maintenance of and Repairs to Bridges.

Appropriation.....	\$40,951 00
Expenditures—	
Wages.....	\$34,061 58
Lumber.....	2,321 55
Stable rent.....	500 00
Repairs and supplies.....	3,596 80
Balance.....	\$49,479 93
Balance.....	\$471 07

#### BOROUGH OF QUEENS.

##### Salaries of Deputy Commissioner and Employees.

Appropriation.....	\$4,500 00
Expenditures.....	4,500 00

##### Maintenance of and Repairs to Bridges.

Appropriation.....	\$38,675 00
Expenditures—	
Wages.....	\$9,959 93
Repairs.....	4,846 55
Telephone service.....	93 45
Supplies and contingencies.....	339 95
Balance.....	\$15,229 98
Balance.....	\$23,443 02

#### BOROUGH OF RICHMOND.

##### Salaries of Employees.

Appropriation.....	\$3,400 00
Expenditures.....	3,380 66
Balance.....	\$19 34

##### Maintenance of and Repairs to Bridges.

Appropriation.....	\$1,100 00
Expenditures—	
Contingencies.....	\$170 22
Repairs and supplies.....	918 55
Balance.....	\$197 77
Balance.....	\$2 22

I append hereto the reports of the Chief Engineer of the Department and the Chief Engineer and Superintendent of the New York and Brooklyn Bridge, which contain a full and accurate account of the workings of these respective bureaus and need no comment from me. I also append the reports of the Assistant Engineers in immediate charge of the various bridges throughout the different boroughs of the city, in which details as to the construction, maintenance and repairs are specifically set forth.

Respectfully submitted,

JOHN L. SHEA, Commissioner of Bridges.

#### REPORTS.

DEPARTMENT OF BRIDGES, January 30, 1901.

Hon. JOHN L. SHEA, Commissioner of Bridges:

SIR—I herewith submit the several reports of assistants as to the condition of the bridges in this Department and a resume of the work done during the year 1900.

The Blitsville Bridge, over Newtown creek at Greenpoint Avenue, has been completed and is in use. The rebuilding of the bridge over Newtown creek at Grand street has been commenced and will probably be completed during the year. Plans and specifications have been made for a high-level bridge across the creek at Vernon Avenue, and these plans have been accepted by the War Department, but the plans prevailing among the dwellers in Long Island City as to the kind of bridge—high or low level, swing or bascule—were so unlike that it is improbable that any proposition can be formulated upon which they can agree. The Municipal Assembly has not adopted the ordinance authorizing this work nor has it appropriated the money therefor. In the meantime the old bridge is deteriorating very rapidly. Several accidents to this bridge, principally from collisions with bows of scows or oil tanks, have occurred. The tenders are rotted off and fail to protect the ends of the bridge when swung open; at the last collision a large bark being towed up the creek stern first succeeded in breaking one of the concrete panel posts and the lower chord of one side of the bridge in two; the structure was in great danger of entire collapse but was held up and swung open and blocked up on the tenders, and finally repaired; but this good fortune cannot always be looked for.

The plans for the No. 3 Bridge, from Washington street in Brooklyn to Pike street in Manhattan, have been studied out and the locations made. The appropriation of one million dollars is available and will be sufficient for one of the channel pier foundations (that on the Brooklyn side) and probably the land required therefor.

The No. 4 Bridge, from Long Island City, in Queens, across Blackwell's Island to Stuyvesant street, in Manhattan, has been authorized. The appropriation of one million dollars is available, and will be sufficient to build the six piers, work upon which will be commenced when the plans have been approved by the Secretary of War.

Repairs have been made to almost every bridge across navigable streams in the boroughs of Queens and Richmond. All the bridges in Queens are too light for the use made of them for the excursion cars of the trolley lines, especially on summer holidays, and require more watching than would be necessary had they some surplus strength.

The bridges over the Harlem river are in good condition, save one. This, the Madison Avenue Bridge, should be relocated and rebuilt at an early date. The amount of travel is large and increasing, and the bridge is too narrow for it and the trolley cars and the loads it has to carry, particularly the fixed spans, which are too light, and in one instance had to be supported at mid-span by posts. A survey should be made for a new bridge at this point, and, if possible, a new location selected to avoid the curvature and decrease the grades existing. An appropriation should be obtained for this purpose and the coming summer taken for the preliminary work.

The Wilds Avenue Bridge is nearing completion, and possibly may be utilized by the first of July.

The work on the foundation of the Lenox Avenue Bridge is progressing rapidly.

In The Bronx—The work on the City Island Bridge will be finished and the bridge open to use by the first of July, 1901.

The contrast between the new structure and the superannuated wooden affair which has so long hung over the water in an undecided way and which has been kept in place only by constant watchfulness of those in charge, is very great. The temporary bridge over the Bronx river at Westchester Avenue is in use. This bridge is in a place where a grade crossing of the New York and New Haven Railroad occurs. The work on the permanent overhead bridge should be progressed as rapidly as possible.

Work on the One Hundred and Thirty-fifth Street Bridge, over the Mott Haven canal, will soon commence.

The remaining bridges in The Bronx are small and are all kept in good repair.

In conclusion, I am of the opinion that it would be an infinitely greater benefit to The City of New York if the Bronx river (so called) was made into a main drain sewer for the water shed of the valley and the necessity for building swing bridges over a ditch by order of the United States Engineers done away with.

I am, respectfully,

SAMUEL R. PROBASCO, Chief Engineer, Department of Bridges.

#### NEW YORK AND BROOKLYN BRIDGE.

Hon. JOHN L. SHEA, Commissioner of Bridges:

SIR—In response to your request I have the honor to submit the following report of the operation and service of the railways, carriages and other public utilities operated over and provided for on the New York and Brooklyn Bridge for the year ending December 31, 1900.

The steady upward trend in the amount of traffic over every means of travel on the bridge has been maintained during the year. For certain reasons—notably the contracts with the railway companies to include the passage over the bridge as part of a continuous route on which a single fare is charged—there is a persistent and constantly increasing concentration upon the New York and Brooklyn Bridge of nearly all the passenger travel between the boroughs of Manhattan and Brooklyn. When the operation of the trolley cars upon the carriages of the bridge was fully established in February, 1898, a considerable decrease was soon observed in the passenger travel in the cars on the Bridge Railway, but the influence of the saving of five cents per day to each passenger very quickly attracted the majority of the passengers away from the less accessible and more expensive ferry routes, the railway companies decreased the facilities to reach the ferries by making large reductions in the number of ferry cars, all of which greatly increased the tendency to congestion of the passenger travel on the car routes to and over the bridge.

At the present time, during the rush hours of the evening, the passenger travel in the trolley cars has reached such proportions that the limit of capacity has been practically obtained, and the physical condition at present prevailing at the trolley terminal station in the Borough of Manhattan absolutely precludes any adequate relief which would not seriously interfere with the continued and free use of the carriages provided for vehicular traffic.

The passenger travel on the Bridge Railway, during the morning and evening rush hours, at the present time exceeds that shown by our previous records for daily travel.

A record taken on November 10, 1897, before the trolley cars or elevated railroad cars crossed the bridge, of the number of passengers carried on the Bridge Railway, shows a total of



144,500 passengers in one day. On October 31, 1900, records taken by the Brooklyn Heights Railroad Company indicated that about 275,000 passengers were carried in bridge and trolley cars in one day.

#### BRIDGE RAILWAY.

The operation of the Bridge Railway during the year has been under the management of the Brooklyn Heights Railroad Company. The system of train service has been confined almost entirely to what is generally known as the "regular bridge trains." No through regular elevated trains have crossed the bridge during the entire year. Special trains to Manhattan Beach crossed the bridge during the slack hours of each day during the months of July, August and September, and on December 19 a special half-hour through-train service to Bath Beach was begun and is still continued.

A chronological history of the several efforts to comply with the public demand for through-train service over the bridge from the elevated railways of the Borough of Brooklyn may be of interest at this time:

#### Chronological History of the Principal Changes in Train Service on the Bridge Railway, after the Double or Guntlet Track System was put into Regular Service.

Beginning with the Bridge Railway, under the management and control of the trustees of the New York and Brooklyn Bridge.

Monday, February 15, 1897—The double or guntlet track system was put into regular use. Train service during the rush hours was gradually increased as follows:

	Trains in Service.	
	Morning.	Evening.
February 15, 1897, to February 28, 1897.....	14	14
February 29, 1897, to February 28, 1897.....	14	15
February 29, 1897, to December 6, 1897.....	16	16
December 6, 1897, to February 23, 1898.....	16	16
February 23, 1898, to March 31, 1898.....	16	16
March 31, 1898, to June 30, 1898.....	14	14

Headway for 14 trains, 75 seconds; for 16 trains, 67½ seconds; for 18 trains, 60 seconds.

Wednesday, February 16, 1898—The trolley-car service on the bridge carryingways was started, and by February 23, 1898, was in full operation by all the regular lines of cars.

Saturday, June 18, 1898—The first elevated railroad train crossed the bridge, and on Monday, June 20, the through-train service for Fifth avenue and Lexington avenue lines began, and continued through the rush hours.

At midnight, June 30, 1898—The Brooklyn Elevated Railroad Company assumed full control of the operation and management of the Bridge Railway, under the agreement dated June 23, 1898, for a period of ten years; and on July 8, 1898, through-train service was limited to the rush hours only.

(July 29—The bottom chord of the bridge truss buckled slightly on account of unequal loading. On July 30 a collision occurred on Brooklyn land span of the bridge between a bridge train and an elevated railroad train.)

Monday, August 1, 1898—The through-train service was reduced in the rush hours and limited to one-half of the Lexington avenue line only; passengers on the other half of the Lexington avenue line and on all the other lines were compelled to return to the old transfer system in the Brooklyn station.

September 27, 1898—The system for through trains was changed so that the Fifth avenue and Lexington avenue trains crossed the bridge each week day between the hours of 10 A. M. and 4 P. M. only. The locomotive was detached and an electric motor car attached to each train at the Bridge Street station; the entire operation of the trains from that point until their return was in charge of the motormen and conductors who were regularly employed on the Bridge Railway. Each train was hauled over the bridge by cable power only.

November 1, 1898—Kings County elevated trains were added to the service, change of locomotives being made at Tillary street, and the operation and hours of service were the same as described above for Fifth avenue and Lexington avenue trains.

May 1, 1899—The Brooklyn Heights Railroad Company formally assumed the entire control and management of the operation of the Bridge Railway for the Brooklyn Rapid Transit Company.

May 31, 1899—Bridge motor cars were substituted for the elevated railroad motor cars to haul the elevated trains from Bridge street over the bridge and return.

July 16, 1899—The strike of motormen and conductors on the trolley system began, through elevated trains were discontinued, and with the exception of a summer through service to Manhattan and Brighton Beach, all through-train service has been totally suspended until the present time.

The above shows that for seventeen days Fifth avenue and Lexington avenue through trains were run over the bridge during the entire day; for twenty-two days these trains were run during the morning and evening rush hours; then for fifty-seven days the through-train service was limited to half the Lexington avenue line, and were run during the morning and evening rush hours only; then for thirty-four days the Fifth avenue and Lexington avenue trains ran only during the day between the hours of 10 A. M. and 4 P. M.; and for one hundred and eighty-one days the Kings County, Fifth avenue and Lexington avenue trains ran during the hours last above mentioned until the Brooklyn Heights Railroad Company assumed control, then the daily through service continued for thirty days as arranged by the Brooklyn Elevated Railroad Company, then it was reduced and bridge motor cars were substituted to haul through trains for forty-six days more; then all through elevated train service was completely suspended until the present time, a period of about 533 days.

No through trains were run on Sundays or during the night.

An inspection of the above record shows that a feeble and vacillating attempt was made to run through trains over the bridge during the entire term of the Brooklyn Elevated Railroad Company's control, but under the management of the Brooklyn Heights Railroad Company all through elevated train service was soon discontinued.

Until the middle of November, 1900, the daily train service on the Bridge Railway was based on the following schedule:

#### BRIDGE RAILWAY. Week-day Train Schedule.

TIME.	HEADWAY.	CARS IN USE.	CARS IN TRAINS.	POWER.	TRAINS IN SERVICE.
12:01 A. M. to 12:40 A. M. ....	4 minutes .....	8	2	Electric .....	4 trains.
12:40 A. M. to 1:10 " .....	5 " .....	3	1	" .....	3 motor cars.
1:10 " 1:40 " .....	2 " .....	10	2	" .....	3 trains.
1:40 " 2:10 " .....	3 " .....	15	3	" .....	5 "
2:10 " 2:40 " .....	3 " .....	24	4	Cable .....	6 "
2:40 " 3:10 " .....	3½ " .....	36	4	" .....	14 "
3:10 " 3:40 " .....	3½ " .....	48	4	" .....	12 "
3:40 " 4:10 " .....	3½ " .....	40	3	" .....	10 "
4:10 " 4:40 " .....	3 " .....	24	4	" .....	6 "
4:40 " 5:10 " .....	3 " .....	15	3	Electric .....	3 "
5:10 " 5:40 P. M. ....	3 " .....	10	2	" .....	5 "
5:40 P. M. to 6:10 " .....	3 " .....	24	4	Cable .....	6 "
6:10 " 6:40 " .....	3½ " .....	48	4	" .....	12 "
6:40 " 7:10 " .....	3½ " .....	36	4	" .....	14 "
7:10 " 7:40 " .....	3½ " .....	24	4	" .....	10 "
7:40 " 8:10 " .....	3 " .....	15	3	Electric .....	3 "
8:10 " 8:40 " .....	3 " .....	10	2	" .....	5 "
8:40 " 9:10 " .....	3 " .....	8	2	" .....	4 "

From an actual record made by the Brooklyn Heights Railroad Company the number of passengers carried in the bridge cars on Wednesday, October 31, 1900, by hours was as follows:

#### Count of Passengers over New York and Brooklyn Bridge for 24 Hours Commencing at Midnight, Wednesday, October 31, 1900.

TIME.	TO MANHATTAN—					TO BROOKLYN—				
	From Brooklyn "L."	From Kings County.	From Long Island Railroad.	From Street.	Total.	To Brooklyn "L."	To Kings County.	To Long Island Railroad.	To Street.	Total.
12 M. to 1 A. M.	104	44	—	40	248	100	—	—	13	224
1 A. M. to 2 "	75	13	—	33	121	131	48	—	67	246
2 " to 3 "	43	23	—	20	86	102	30	—	50	202
3 " to 4 "	25	20	—	21	66	63	66	—	25	154
4 " to 5 "	145	20	—	39	204	48	22	—	35	105
5 " to 6 "	891	207	—	141	1,239	86	19	—	38	113
6 " to 7 "	4,610	1,080	35	1,027	7,752	177	82	3	230	892
7 " to 8 "	15,494	3,341	642	5,393	24,870	314	168	3	244	3,039
8 " to 9 "	11,883	4,840	225	1,429	18,377	192	130	4	199	822
9 " to 10 "	2,985	2,733	131	820	6,669	100	107	4	277	788
10 " to 11 "	7,167	370	37	373	8,577	191	221	6	280	1,008
11 " to 12 M.	3,079	411	23	400	4,513	261	150	4	378	1,093
12 M. to 1 A. M.	300	273	80	293	1,346	221	221	7	125	1,154
1 A. M. to 2 "	5,114	380	24	480	6,008	610	240	0	370	1,071
2 " to 3 "	1,051	480	13	433	2,067	272	280	0	300	1,082
3 " to 4 "	2,000	310	10	400	3,720	340	243	0	430	1,013
4 " to 5 "	900	310	13	410	1,633	1,081	1,000	0	517	2,598
5 " to 6 "	1,000	310	13	400	1,723	1,024	1,000	0	500	2,524
6 " to 7 "	911	115	17	380	1,423	1,000	1,000	0	500	2,500
7 " to 8 "	608	115	13	300	1,036	1,000	1,000	0	500	2,500
8 " to 9 "	1,15	115	25	300	1,575	1,000	1,000	0	500	2,500
9 " to 10 "	882	115	13	300	1,310	1,000	1,000	0	500	2,500
10 " to 11 "	570	115	13	300	1,000	1,000	1,000	0	500	2,500
11 " to 12 M.	372	115	13	300	800	1,000	1,000	0	500	2,500
Total	41,117	16,220	1,409	12,560	71,306	10,129	15,719	661	33,001	67,509
Total passengers to Manhattan, 19,076.					Total passengers to Brooklyn, 67,230.					
Grand total, both ways, 86,306.										

Diagram showing Passenger Travel by hour on the Bridge Railway, Wednesday, October 31, 1900.

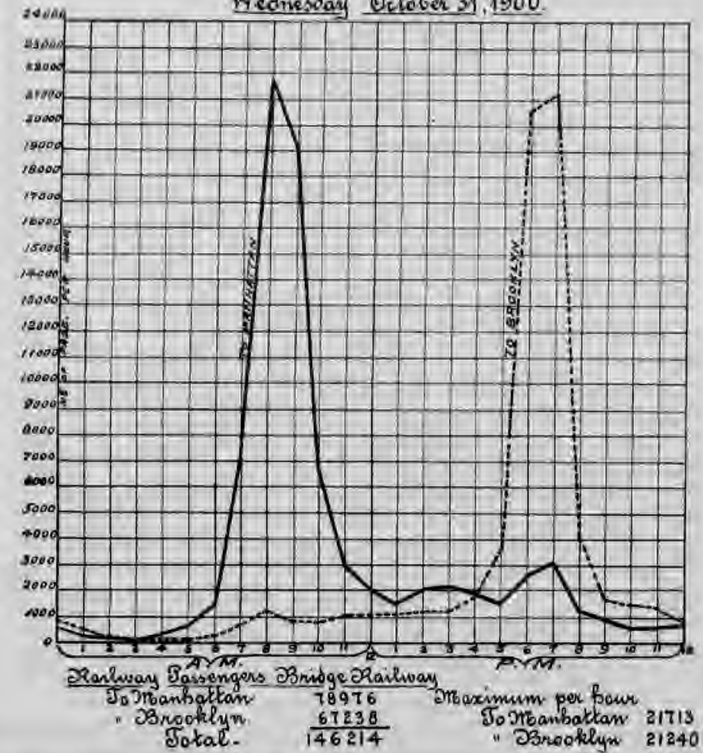
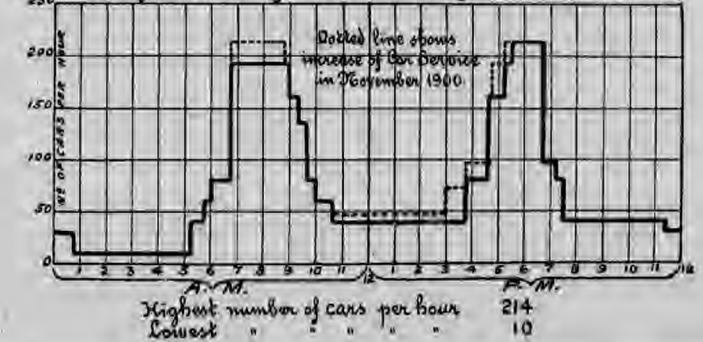


Diagram showing Car Service per hour on the Bridge Railway on Wednesday Oct 31, 1900.



The comparative ratio per hour of the daily traffic in the bridge cars since the trolley cars began crossing the bridge has changed so that the number of passengers per hour in the morning







## TROLLEY CARS.

Record, by Hours, of the Number of Passengers Carried and the Number of Trolley-car Round Trips over the Bridge, October 31, 1900.

Hours.	BROOKLYN HEIGHTS RAILROAD.				CONEY ISLAND AND BROOKLYN RAILROAD.
	TO MANHATTAN.		TO BROOKLYN.		
	Cars.	Passengers.	Cars.	Passengers.	
8 A. M. to 9 P. M.	18	240	28	380	80
9 A. M. to 10 A. M.	18	198	31	472	50
10 A. M. to 11 A. M.	24	343	36	514	5
11 A. M. to 12 M.	30	513	36	595	5
12 M. to 1 P. M.	31	548	35	470	6
1 P. M. to 2 P. M.	45	791	37	490	10
2 P. M. to 3 P. M.	115	1,730	122	770	20
3 P. M. to 4 P. M.	273	3,871	183	1,150	30
4 P. M. to 5 P. M.	279	3,773	234	1,951	30
5 P. M. to 6 P. M.	394	4,070	449	3,781	35
6 P. M. to 7 P. M.	375	3,284	175	1,031	33
7 P. M. to 8 P. M.	199	1,715	132	5,471	58
8 P. M. to 9 P. M.	139	977	840	1,800	28
9 P. M. to 10 P. M.	111	740	131	1,037	24
10 P. M. to 11 P. M.	104	740	171	7,174	34
11 P. M. to 12 M.	101	7,793	170	7,881	34
12 M. to 1 P. M.	905	1,838	303	4,842	38
1 P. M. to 2 P. M.	715	1,077	301	9,712	39
2 P. M. to 3 P. M.	522	4,538	231	10,181	44
3 P. M. to 4 P. M.	144	10,180	151	1,731	30

## Hours.

## BROOKLYN HEIGHTS RAILROAD.

## CONEY ISLAND AND BROOKLYN RAILROAD.

Hours.	TO MANHATTAN.		TO BROOKLYN.		Car Round Trips.
	Cars.	Passengers.	Cars.	Passengers.	
8 P. M. to 9 P. M.	134	839	140	2,381	40
9 P. M. to 10 P. M.	160	805	144	1,993	43
10 P. M. to 11 P. M.	144	787	144	1,389	39
11 P. M. to 12 M.	90	189	99	2,315	39
Total	3,075	15,803	3,796	55,106	691

Total number of passengers in Brooklyn Heights Railroad cars	107,909
Estimated number of passengers in Coney Island and Brooklyn Railroad cars	21,700
Total	129,609

## Trolley-car Service on the New York and Brooklyn Bridge for 1900.

## GREATEST NUMBER OF ROUND TRIPS IN ONE HOUR IN EACH MONTH.

January 23, 5 P. M. to 6 P. M.	278
February 1, 8 A. M. to 9 A. M.	270
March 28, 5 P. M. to 6 P. M.	278
April 10, 5 P. M. to 6 P. M.	306
May 3, 8 A. M. to 9 A. M.	360
June 7, 8 A. M. to 9 A. M.	290
July 16, 6 P. M. to 7 P. M.	281
August 17, 5 P. M. to 6 P. M.	263
September 27, 5 P. M. to 6 P. M.	268
October 31, 8 A. M. to 9 A. M.	327
November 2, 8 A. M. to 9 A. M.	289
December 19, 8 A. M. to 9 A. M.	303

## IN ONE DAY IN EACH MONTH.

January 2	3,901
February 15	3,828
March 27	3,825
April 28	4,272
May 31	4,254
June 2	4,209
July 9	3,850
August 4	3,811
September 29	3,729
October 30	3,974
November 7	4,087
December 17	3,987

\* 327—An average of one car every 11 seconds.

## TROLLEY-CAR SERVICE ON THE NEW YORK AND BROOKLYN BRIDGE FOR 1900.

## Average Number of Round Trips in One Day in Each Month.

NAME OF CAR LINE.	WEEK DAYS.												SUNDAY.											
	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Fulton Avenue	493	479	463	474	474	392	239	230	235	235	235	241	373	470	473	468	460	460	497	476	473	466	470	462
Graham Avenue	479	475	471	490	475	379	281	284	284	268	270	268	368	468	461	451	443	441	438	443	441	430	434	431
Myrtle Avenue	498	490	479	481	470	381	231	221	192	204	208	201	372	471	473	470	467	478	471	463	460	460	460	460
Gates Avenue	475	472	469	481	478	390	293	273	286	269	274	260	371	471	473	471	468	470	471	469	469	464	460	450
Flushing Avenue	479	480	480	479	479	381	281	281	279	246	244	241	364	470	470	471	465	468	470	469	468	460	460	450
Third Avenue	497	494	490	484	447	350	235	235	230	255	260	230	371	470	475	460	460	467	470	471	461	465	463	465
Potomac Avenue	464	463	467	467	460	391	291	291	291	271	270	271	364	461	460	460	460	460	460	460	460	460	460	460
Ralph Avenue	479	475	469	468	461	380	280	280	277	247	247	240	368	467	461	461	461	461	461	461	461	461	461	461
Court Street	447	449	450	460	472	372	272	272	272	247	247	240	368	467	461	461	461	461	461	461	461	461	461	461
Flushing Avenue	488	479	472	461	418	303	177	179	169	170	170	170	361	460	461	461	461	461	461	461	461	461	461	461
Elbow Avenue	447	445	445	461	461	348	241	230	260	201	201	201	361	457	461	461	461	461	461	461	461	461	461	461
Park Avenue	460	464	461	461	461	380	280	280	280	240	240	240	361	461	461	461	461	461	461	461	461	461	461	461
Bergen Street	481	481	481	481	481	381	281	281	281	241	241	241	361	461	461	461	461	461	461	461	461	461	461	461
Seventh Avenue	499	499	494	495	495	381	281	281	281	241	241	241	361	461	461	461	461	461	461	461	461	461	461	461
Douglas Street	465	465	465	465	465	381	281	281	281	241	241	241	361	461	461	461	461	461	461	461	461	461	461	461
Vanderbilt Avenue	460	460	460	460	460	381	281	281	281	241	241	241	361	461	461	461	461	461	461	461	461	461	461	461
DeKalb Avenue	460	460	460	460	460	381	281	281	281	241	241	241	361	461	461	461	461	461	461	461	461	461	461	461
South Street	460	460	460	460	460	381	281	281	281	241	241	241	361	461	461	461	461	461	461	461	461	461	461	461
Buffalo Avenue	44	42	70	19	7	7	3	6	7	11	5	16	39	40	55	48	10	0	16	2	8	0	33	56
Brighton Beach	44	42	70	19	7	7	3	6	7	11	5	16	39	40	55	48	10	0	16	2	8	0	33	56

## TROLLEY-CAR ROUND TRIPS ON THE NEW YORK AND BROOKLYN BRIDGE.

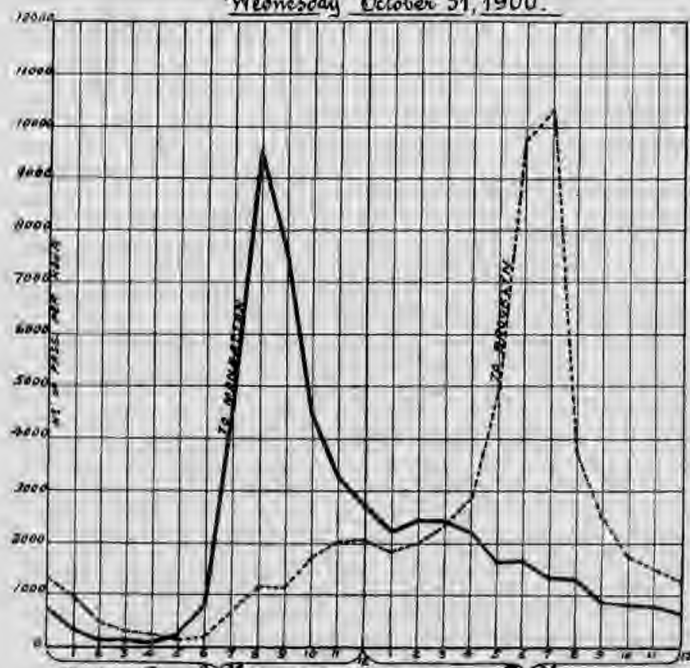
From January 1, 1900, to January 1, 1901, Total Number of Trips in Each Month.

NAME OF CAR LINE.	JAN.	FEB.	MAR.	APR.	MAY.	JUNE.	JULY.	AUG.	SEPT.	OCT.	NOV.	DEC.	TOTALS.
Fulton Avenue	8,331	7,739	7,793	8,527	9,798	8,654	7,160	6,922	6,688	7,070	6,609	7,095	91,434
Graham Avenue	8,251	7,250	8,173	8,344	9,416	9,081	8,305	8,327	8,160	9,398	9,539	9,609	104,571
Myrtle Avenue	8,222	8,719	8,531	8,414	7,327	7,071	6,302	6,303	5,853	6,432	6,918	6,815	78,638
Gates Avenue	9,280	8,376	8,936	9,188	9,153	8,927	8,184	8,213	8,130	9,310	9,102	9,108	105,688
Flushing Avenue	8,161	6,783	7,380	8,038	8,342	8,425	8,201	4,680	5,489	7,449	7,697	7,506	85,408
Third Avenue	8,169	8,188	8,084	7,439	7,438	7,513	7,709	7,003	6,637	7,618	7,541	7,503	83,531
Potomac Avenue	8,714	7,909	8,508	8,691	8,616	8,313	8,931	8,092	8,150	7,099	7,032	7,121	87,746
Ralph Avenue	8,660	8,096	4,461	4,635	4,627	4,699	8,177	8,260	8,599	3,693	4,725	4,704	40,772
Court Street	8,161	8,789	4,188	5,077	6,133	5,739	4,700	4,851	4,747	4,756	4,575	4,677	57,115
Flushing Avenue	5,489	4,541	4,098	5,610	6,221	5,789	3,643	5,730	4,751	5,030	4,812	4,600	67,139
Elbow Avenue	8,704	5,025	6,545	7,626	7,285	7,205	7,085	7,048	7,417	7,742	7,749	7,650	88,665
Park Avenue	8,609	8,600	8,631	4,019	5,611	3,611	3,618	2,054	4,815	4,809	4,765	4,842	44,880
Bergen Street	4,475	4,768	4,794	4,333	5,084	5,018	4,802	4,799	4,702	4,745	4,799	4,914	50,006
Seventh Avenue	6,021	6,564	5,965	6,180	6,403	6,151	5,751	5,792	5,785	6,169	6,128	6,202	70,476
Douglas Street	7,491	6,578	5,939	5,134	3,807	3,481	3,708	393	616	400	310	300	35,465
Vanderbilt Avenue	7,711	7,711	7,711	7,711	7,711	7,711	7,711	7,711	7,711	7,711	7,711	7,711	81,000
DeKalb Avenue	8,947	8,156	8,913	8,781	8,897	8,836	8,716	8,607	8,134	9,496	9,094	9,043	106,779
South Street	7,955	6,664	7,631	8,427	9,819	10,670	12,475	13,182	10,874	10,341	9,435	9,145	110,757
Buffalo Avenue	235	560	1,816	387	131	182	170	176	175	235	187	280	5,080
Brighton Beach	244	244	244	244	244	244	244	244	244	244	244	244	3,000
Totals	112,717	98,345	108,373	115,865	124,948	118,835	112,191	110,130	104,000	115,362	114,478	113,683	1,310,884

Daily average round trips: 3,696.

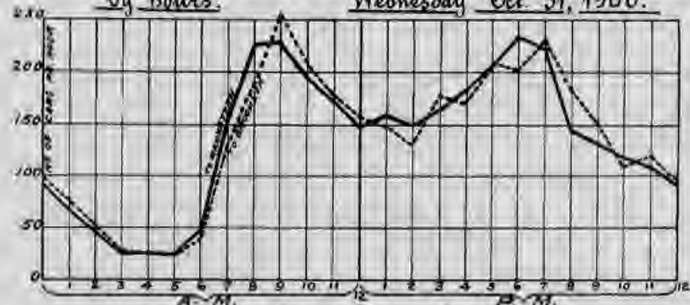


Diagram showing Passenger travel by hours in the Brooklyn Heights R.R. Trolley Cars, Wednesday, October 31, 1900.



Trolley Passengers B.R.R.  
To Manhattan 52203  
Brooklyn 55706  
Total 107909  
No Record was taken of Pass. in Coney Island & Brooklyn R.R. Cars estimated total 21700

Diagram showing Brooklyn Heights R.R. Trolley Car Service by hours, Wednesday, Oct. 31, 1900.



Highest number of cars per hour 254  
Lowest 22

The following interesting record was taken in the month of May to determine the length of time required for a trolley car to cross the bridge in the busy hours of the morning and evening and in the middle of the day:

Between 8 A. M. and 10 A. M.		
To Manhattan, average time for 6 trips	8 1/2 minutes.	
" longest trip	10 "	
" shortest trip	7 "	
To Brooklyn, average time for 6 trips	8 1/2 "	
" longest trip	11 "	
" shortest trip	7 "	
Between 12 M. and 2 P. M.		
To Manhattan, average time for 6 trips	6 1/2 minutes.	
" longest trip	9 "	
" shortest trip	5 "	
To Brooklyn, average time for 6 trips	7 1/2 "	
" longest trip	8 "	
" shortest trip	6 "	
Between 5 P. M. and 7 P. M.		
To Manhattan, average time for 6 trips	7 1/2 minutes.	
" longest trip	8 "	
" shortest trip	7 "	
To Brooklyn, average time for 6 trips	9 "	
" longest trip	12 "	
" shortest trip	7 "	

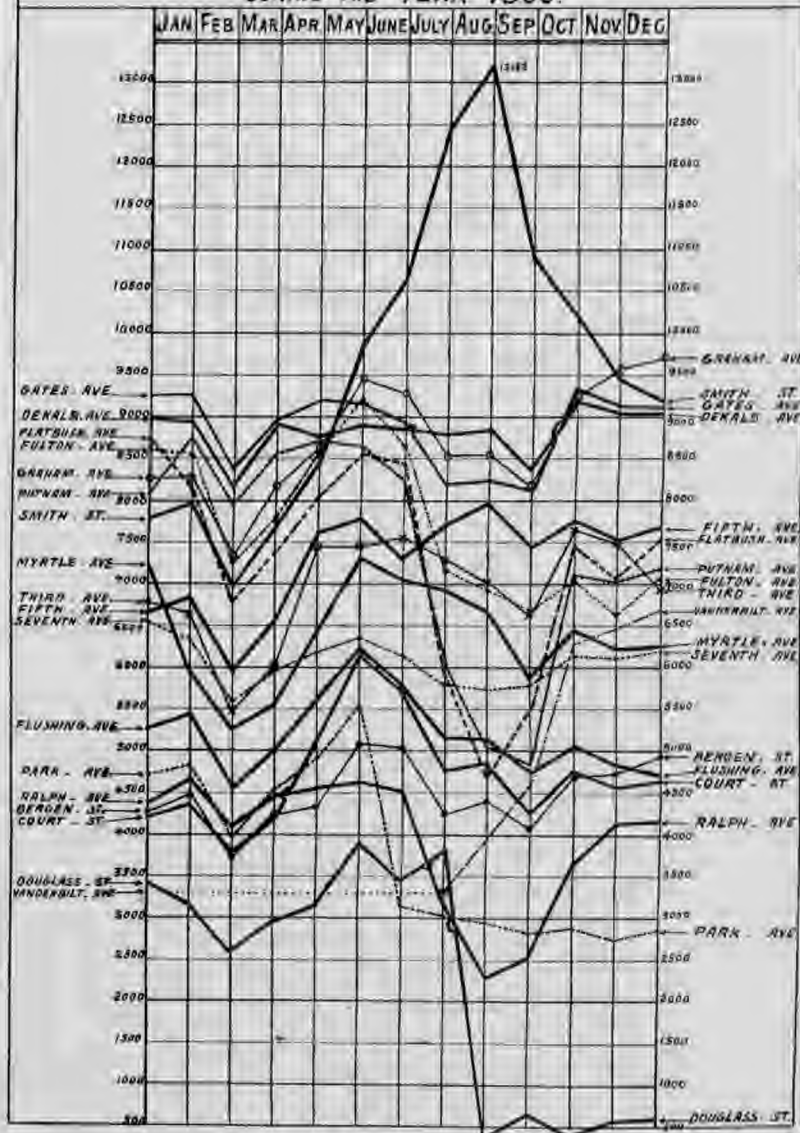
During the year the trolley tracks, including all the frogs and switches in and adjoining the loop terminal in Manhattan have been entirely renewed. The service over these tracks is exceedingly heavy, and during the two years the old tracks were in service about two and one-half million trolley cars passed over them. In the month of July the Brooklyn Heights Railroad Company installed a drainage system on the carriageways near the Manhattan loop terminal; trough gratings were built across the carriageways and were connected with the sewer and have proved to be an effectual barrier to the storm waters which heretofore have flooded the loop terminal on rainy days.

#### TELEGRAPH AND TELEPHONE WIRES.

A few changes have been made in the number of cables and wires used for telegraph and telephone purposes laid over the bridge. During the month of January the Commercial Cable Company laid and put in service three new cables, four wires in each cable; and during the month of March the New York Telephone Company laid and put in service one new lead-covered cable containing 404 wires, and removed three old cables.

DIAGRAM OF TROLLEY CAR SERVICE ON THE NEW YORK & BROOKLYN BRIDGE

TOTAL NUMBER OF ROUND TRIPS PER MONTH DURING THE YEAR 1900.



The following is a list of the cables and wires laid and in service at the present time:

New York Telephone Company—6 cables (lead covered)	1,216 wires.
Gold and Stock Telegraph Company—1 cable	10 "
Postal Telegraph Company—1 cable	10 "
Western Union Telegraph Company—1 cable	25 "
Stock Quotation Telegraph Company—1 cable	10 "
Thomas F. White	1 "
City of New York—Fire and Police service	4 "
New York and Brooklyn Bridge, one cable used as follows: Bridge service, 4 wires; Bridge Police, 2 wires; Brooklyn Heights Railroad Company, 10 wires; and 4 spare wires—total	20 "
Commercial Cable Company—3 steel-armored (Atlantic) cables, each containing 4 wires	12 "

Total 1,334 wires.

Commercial Cable Company, one steel-armored (Atlantic) cable.  
Western Union Telegraph Company, one steel-armored (Atlantic) cable.

#### PNEUMATIC MAIL TUBES.

By the courtesy of the Hon. F. H. Wilson, Postmaster of Brooklyn Post-office, I am able to submit some statistics relative to the pneumatic mail tubes which connect the Brooklyn and Manhattan post-offices via the New York and Brooklyn Bridge.

The pneumatic mail tubes were placed in operation on August 1, 1898. Each tube is 1.65 miles in length, and the mail is transmitted through the same in carriers. The time in transit between the two post-offices, including the time necessary for opening and closing pouches at both offices, is three minutes, as against thirty minutes by wagon.

It is estimated that 125,761 carriers are dispatched each way per year, carrying 21,276,025 pieces of first-class mail and 2,352,120 pieces of other classes from Brooklyn, and 25,633,135 pieces of first-class mail and 3,111,220 pieces of other classes to Brooklyn.

By means of the tube the mail matter from all parts of Brooklyn, dispatched from the Brooklyn post-office as late as 4.50 P. M., connects with the last delivery throughout New York City. Prior to the advent of the tube, this mail had to be dispatched at 4.15 P. M.

The time transit between the Brooklyn post-office and the Grand Central station at New York has been reduced on an average of from one and one-half hours to twenty-five minutes, allowing for rehandling of mail at both Branch 'H' and the New York general post-office. From the trains of the Pennsylvania Railroad at Jersey City the time has been cut down ten minutes.

#### CARRIAGEWAYS.

The following table shows the vehicular traffic over the bridge by hours, for one ordinary day:

Hourly Statement for Tuesday, December 18, 1900—Carriageway Traffic.

Time.	FROM NEW YORK.			FROM BROOKLYN.			TOTAL VEHICLES.		RECEIPTS.		TOTAL RECEIPTS.
	Singles.	Doubles.	Lead Horses.	Singles.	Doubles.	Lead Horses.	Singles.	Doubles.	New York.	Brooklyn.	
12 M. to 1 A. M.	18	23	1	14	7	1	32	30	31 10	31 30	62 40
1 A. M. to 2 "	5	7	1	1	1	1	16	9	55	25	80
2 " to 3 "	13	1	1	11	3	1	24	4	78	1 00	79 00
3 " to 4 "	12	5	1	8	1	1	20	7	85	40	125
4 " to 5 "	23	1	1	15	9	1	38	10	1 45	1 25	2 70
5 " to 6 "	18	4	1	12	5	1	30	9	1 20	1 25	2 45



Time.	From New York.			From Brooklyn.			Total Vehicles.		Revenues.		Total Revenues.
	Singles.	Doublets.	Lead Horses.	Singles.	Doublets.	Lead Horses.	Singles.	Doublets.	New York.	Brooklyn.	
6 A. M. to 7 A. M.	19	1	—	26	24	0	45	24	\$0.85	\$4.57	\$5.42
7 A. M. to 8 A. M.	20	1	—	23	22	3	43	25	1.45	14.44	15.89
8 A. M. to 9 A. M.	34	24	1	33	38	—	67	62	1.42	18.99	20.41
9 A. M. to 10 A. M.	27	27	—	22	35	—	49	62	1.80	10.00	11.80
10 A. M. to 11 A. M.	84	37	1	22	27	—	106	64	7.55	2.75	10.30
11 A. M. to 12 M. P.	94	34	—	10	21	1	104	55	8.00	2.11	10.11
12 M. P. to 1 P. M.	59	22	—	75	41	—	134	63	5.00	1.75	6.75
1 P. M. to 2 P. M.	69	31	—	28	45	—	97	76	7.05	0.20	7.25
2 P. M. to 3 P. M.	75	20	—	64	40	—	139	60	0.55	0.40	0.95
3 P. M. to 4 P. M.	20	28	2	73	25	—	93	53	0.30	1.35	1.65
4 P. M. to 5 P. M.	174	68	2	22	15	—	200	83	15.50	2.05	17.55
5 P. M. to 6 P. M.	123	123	—	34	38	—	157	161	20.25	3.00	23.25
6 P. M. to 7 P. M.	130	69	0	15	25	—	145	94	14.47	1.11	15.58
7 P. M. to 8 P. M.	41	20	1	22	17	3	63	37	4.08	8.1	12.18
8 P. M. to 9 P. M.	12	22	1	13	18	—	25	36	1.10	1.85	2.95
9 P. M. to 10 P. M.	5	5	—	10	20	1	15	21	0.07	0.11	0.18
10 P. M. to 11 P. M.	1	1	—	5	5	—	6	6	.40	.20	.60
11 P. M. to 12 M. P.	2	2	—	1	2	—	3	3	.20	.10	.30
Total	1,054	376	10	1,218	648	10	2,272	1,026	\$400.85	\$100.27	\$501.12

## BRIDGE PROPERTY.

The tollkeepers and other property beneath and adjoining the bridge and its approaches, which are under the management and supervision of the Department of Bridges to insure a safe-guard against damage to the bridge by fire or otherwise; also, the workshops, power-house, stations, elevated and surface railway connections and appurtenances; have been maintained in good condition and repair.

The roll for December 31, 1900, is as follows:

Particulars.	Tenants.	Description.	Roll.
<b>Manhattan.</b>			
Warehouse	F. McSwegan	Machinery	\$7,000.00
—	Vacant	—	—
—	New York and Brooklyn Bridge Cold Storage and Freezing Company	Storage	4,000.00
—	Gold and Heating Company	Radiators	7,200.00
—	Robinson & Brewster	Storage	7,000.00
—	The Star Company	Printing	5,000.00
—	Vacant	—	—
—	"	—	—
—	A. R. Weber	Leathers	1,800.00
—	Shaver & Smith	Printing	1,000.00
—	Publishers Press Printing Company	Storage	1,000.00
Block 1 "E" and "G" and north	Lupton Brothers	Wines	2,000.00
Block 1 "E"	John Ruckey	"	275.00
Nos. 112 to 122 Third street	C. G. Smith	Lamps	3,000.00
Nos. 123 to 124 Third street	Baker & Williams	Storage	4,000.00
Nos. 125 to 126 Water street	B. Grogan	"	15.00
Nos. 127 to 128 Third street	G. W. Anderson	Stable	800.00
Nos. 129 and 130 Third street	"	"	1,000.00
Nos. 131 Third street	B. Reithlinghoffer	Grain	700.00
Nos. 132 Third street	Continental Filter Company	Filters	700.00
Nos. 133 South street	William Man	Iron	600.00
Nos. 134 South street	John Harrison	Lump	6,000.00
Nos. 135 South street	Israel Aikin	Dry goods	800.00
Nos. 136 South street	Daniel H. Frost	Storage	900.00
Nos. 137 South street	John Harrison	Lump	850.00
Nos. 138 and 139 South street	Sherman & Frost	Storage	1,000.00
East 59, East river	William P. Clyde & Co.	Dock	5,500.00
Waterfront arches	New York Telephone Company	Storage	2,000.00
South vaults	The "World"	Storage	2,000.00
South vaults, cellar	"	"	250.00
<b>Brooklyn.</b>			
Tower wharf	Knickerbocker Steamboat Company	Dock	1,000.00
Tower wharf	Brooklyn Elevated Railroad Com-	Station	5,000.00
Nos. 21 and 22 Water street	Marston & Son	Coal yard	5,250.00
Nos. 23 and 24 Water street	W. E. Jones	"	500.00
Nos. 25 and 26 Water street (rear)	William McDonough	"	120.00
Nos. 27 and 28 Water street (base-ment)	Phillips, Doup & Co.	Storage	300.00
Nos. 29 Water street, first floor	H. B. Prentice	Horse feed	400.00
Nos. 30 Water street, cellar	Commercial Cable Company	Storage	144.00
Nos. 31 Water street, second floor	Vacant	—	—
Prospect street arches	A. Smith & Co.	Wines	800.00
Brooklyn anchorage	New York Telephone Company	Test house	50.00
Ham	Kings County Elevated Railroad	—	400.00
Front and Dock streets (yard)	T. E. & E. G. Jewell	Trucks	250.00
Warehouses "C" and "D" York street	Brooklyn Heights Railroad Com-	Storage battery	400.00
Washington street	Brooklyn City and Newtown Rail-	Siding	250.00
—	road Company	"	—
—	Nassau Electric Railroad Company	"	1,000.00
—	New York Mail and Newspaper Transportation Company	Mail table	1,000.00
—	Brooklyn Elevated Railroad Com-	Trucks, cars, stations and power plant of Bridge Railway	50,000.00
Total			\$44,040.00

## BEST ROLL—TELEGRAPH AND TELEPHONE WIRES.

New York Telephone Company	\$36,480.00
Western Union Telegraph Company	1,050.00
Gold and Stock Exchange	100.00
Stock Option Telegraph Company	180.00
Thomas F. White	30.00
Postal Telegraph Company	300.00
Commercial Cable Company	300.00
Brooklyn Elevated Railroad Company	60.00
Brooklyn Heights Railroad Company	60.00
Western Union Telegraph Company, one cable	250.00
Commercial Cable Company, one cable	250.00
Total	\$40,020.00

The bridge structure and all the means of travel thereon which remain under the management and control of the Department of Bridges, have been under constant inspection and supervision, and have been kept thoroughly clean and in perfect repair, and are now in good condition.

## DEPARTMENT OF BRIDGES—BOROUGH OF BROOKLYN—NEW YORK AND BROOKLYN BRIDGE.

## RECEIPTS AND EXPENDITURES FOR TWELVE MONTHS ENDING DECEMBER 31, 1900.

<b>Receipts.</b>	
Tolls—	
Roadways	\$51,284.74
Electric cars	67,344.00
Elevated Railroad Company	91,630.00
Rentals—	
Real estate	94,785.08
Telephone and telegraph wires	19,255.00
Mail table	1,000.00
Material and labor furnished—	
Public buildings	410.52
Elevated railroad company	8,230.21
Electric railroad companies	690.05
Cable Company	1,235.08
Winslow Company	0.00
Sold public auction	36.02
Material and labor furnished—Borough bridges, etc.—	
Brooklyn	9,590.76
Newtown creek	1,391.86
Harlem river	8,141.06
Richmond	65.72
Queens	4,370.45
Rebate on insurance	14.67
Error in Voucher No. 1152	03
Total	\$407,832.74
<b>Expenditures.</b>	
Pay rolls	\$482,352.68
Salaries, Chief Engineer and office staff	51,585.91
Coal	6,707.31
Lumber	5,628.06
Paint, lincol, white lead, turpentine, etc.	4,520.09
Roofing, plumbing and pipe fittings	3,525.54
Hardware	3,398.00
Horse feed, shoeing, repairing harness, etc.	1,970.27
Iron, steel and castings	1,866.99
Water	1,375.61
Electric supplies, carbons, etc.	1,317.10
Telephone services and rental of instruments	985.95
Tickets for roadway	720.00
Horses (3)	675.00
Hauling coal	640.31
Brick, cement and sand	565.05
Scrap rubber	527.43
Printing and stationery	464.50
Leather	433.46
Oil and grease	424.41
Claim of Alex. Jardin on account of Spanish-American war	355.00
Treads for stairs	300.11
Ice	233.01
Steel rolling shutters for warehouses	207.86
Roller goods	119.55
Gas	119.38
Insurance	118.58
Supplies	1,682.07
Total	273,129.43
Balance	\$134,703.31

Respectfully submitted,

C. C. MARTIN, Chief Engineer and Superintendent.



## HARLEM RIVER BRIDGES.

DEPARTMENT OF BRIDGES—CITY OF NEW YORK,  
COMMISSIONER'S OFFICE, PARK ROW BUILDING,  
MANHATTAN, NEW YORK CITY, N. Y., January 31, 1901.

Mr. SAMUEL R. PRINCE, Chief Engineer.

Sir—I have the honor to report as follows on the condition of the bridges over the Harlem river and in the Borough of Manhattan, the cost of maintenance and of repairs, the work done and the amount of river traffic during the year ending December 31, 1900:

## WILLIS AVENUE BRIDGE.

The construction of the new bridge from First to Willis Avenue has progressed steadily during the year, though not as rapidly as had been hoped. There is now little to be done except to lay the pavements and install the machinery, and the bridge can probably be opened for travel by the 1st of May next.

It has been considered necessary to light the bridge with arc lights instead of incandescent lamps, to increase the boiler and dynamo power, to put in improved end lifts and aprons, and to build four shelter-houses by the bridge tenders.

This work was not contemplated in the original contract, but the contractor has offered to do it for the reasonable sum of \$10,000. As it would be impossible to have this work done by another contractor, earnest efforts have been made to obtain permission to enter into a contract for the purpose, without public letting, but so far without result.

An approach to the bridge from Second Avenue, between One Hundred and Twenty-sixth and One Hundred and Twenty-seventh streets, has been proposed during the year and plans and estimates for this work, as well as for the Southern Boulevard approach, have been prepared by the Consulting Engineer and approved. It is expected that authority to contract for their construction will be obtained soon. The estimated cost exclusive of land is:

Second Avenue approach.....	\$172,618 00
Southern Boulevard approach.....	500,388 00
Total.....	\$673,006 00

## THIRD AVENUE, OUTSIDE SIDEWALKS.

Plans and specifications for the construction of sidewalks on the approaches to Third Avenue Bridge have been prepared. On October 1 bids were opened and the contract awarded to the lowest bidder at an estimated cost of \$16,773.25. In deference to the protests of certain taxpayers in the neighborhood the contract has not yet been executed.

## ONE HUNDRED AND FORTY-FIFTH STREET BRIDGE.

As designed under the act, chapter 686, Laws of 1895, this bridge was to have had a draw span 400 feet long, spanning the river from pierhead to pierhead, with a width not to exceed 70 feet. As this length of draw was unnecessary, and as 70 feet was an inadequate width, an amendatory act, chapter 719, Laws of 1900, was prepared and passed, giving this Department power to build a bridge not more than 60 feet wide, at an additional cost of \$500,000, or a total cost not to exceed \$1,750,000, and to redesign the bridge and readjust the terms of the contract, all with the approval of the Board of Estimate and Apportionment. The bridge has been redesigned under the supervision of Prof. W. H. Burr, Consulting Engineer, with a draw span of 300 feet, a width of 84 feet, at an estimated cost of \$1,749,721, and an adjustment of prices and terms of work has been reached with the contractor. Construction was begun October 8, 1900, and is progressing rapidly.

## SPUYTEN DUYVIL CREEK BRIDGE.

The bridge which carries Broadway over Spuyten Duyvil creek was completed and accepted May 15, 1900. It is a substantial and satisfactory structure. The total cost exclusive of land was \$79,841.03.

## MAINTENANCE.

The bridges which were in operation and under the care of this Department during the whole or part of the year 1900 are given below:

1. Second Avenue or Manhattan Rapid Transit Railroad Draw-bridge (the public has the right to use the sidewalks and approaches which were built and are maintained by the railroad company).
2. Third Avenue Draw-bridge.
3. Madison Avenue Draw-bridge.
4. Macomb's Dam Draw-bridge.
5. New York and Putnam Railroad Draw-bridge (the public has the right to use the sidewalks, to one of which the City has built and maintains approaches).
6. Washington Bridge (fixed).
7. Ship Canal Draw-bridge.
8. Farmers Bridge (fixed).
9. Spuyten Duyvil Creek Bridge (fixed).
10. Kings Bridge (fixed).

Of these, the Farmers and Kings Bridges, old wooden structures, having as a matter of convenience, been taken care of by the Department for the Borough of The Bronx.

The other bridges have, as usual, been maintained by this office. No extraordinary repairs have been made during the year, except to the asphalt pavements of Washington, Macomb's Dam and Third Avenue Bridges. A contract for this purpose was made with the Barker Asphalt Paving Company, October 4, 1900, at an estimated cost of \$45,407.60, and was finished November 10.

The actual cost was:

Washington Bridge.....	\$32,461 40
Macomb's Dam Bridge.....	6,367 60
Third Avenue Bridge.....	6,578 60
Total.....	\$45,407 60

As mentioned in my last report, the question of providing a durable pavement for the Third Avenue draw span is a serious one. An experimental section of steel stringers filled with asphalt was laid in June, and has given such promise of durability that another section of improved form, on a Portland cement concrete base, will be laid as soon as the weather permits. This composite pavement if laid over the full length of span will add considerably to its weight, and the first cost will be large, but only a thorough test of the new experimental section will show if it will be economical. The asphalt laid under the Barker contract on Third Avenue Bridge is probably the best ever laid on any of our bridges, but it has already worn through in several places under the heavy travel, and must be repaired at the first opportunity in the spring.

During the year the 1,116 square yards of pavement on the draw span have been repaired to the extent of 1,425 square yards, at a cost of \$4,186.

It is evident that a considerable additional first cost can be afforded for a pavement of longer life.

At Washington Bridge the unsatisfactory expansion joints have been replaced by sliding plates, which are a decided improvement.

At Macomb's Dam the whole bridge has been given one coat of lead paint, which should keep it in good condition for several years.

The amount appropriated by the Board of Estimate and Apportionment for the year 1900 for "Maintenance of and Repairs to Bridges over the Harlem River and in the Borough of Manhattan,"

Was.....	\$160,000 00
Estimated total expenditures.....	150,995 47
Estimated unexpended balance.....	\$9,004 53

A precise balance cannot be made at this date, as three bills still remain outstanding against the account.

The expenditures for each bridge are classified as follows:

	TOTAL.	SEC. CANAL.	WASHINGTON BR.	N. Y. AND PUTNAM.	MACOMB'S DAM.	MADISON AVE.	THIRD AVE.	GERMAN REPAIRS.
Labor.....	\$80,375 30	\$14,600 21	\$1,275 00	\$1,115 00	\$1,000 00	\$10,000 00	\$1,000 00	\$1,115 30
Extra labor (small).....	841 00	.....	.....	.....	.....	.....	.....	.....
Fuel.....	1,000 00	.....	.....	.....	.....	.....	.....	.....
Oil, tools and other supplies.....	1,775 34	.....	.....	.....	.....	.....	.....	.....
Repairs.....	61,110 40	.....	.....	.....	.....	.....	.....	.....
Total.....	\$84,001 04	\$14,600 21	\$1,275 00	\$1,115 00	\$1,000 00	\$10,000 00	\$1,000 00	\$1,115 30

The snow which falls on the approaches to Third Avenue Bridge has to be carted away and dumped into the river. During the year there were 1,444 cubic yards of snow so removed at an extra cost of gathering and carting of \$305.

The average number of openings of the draw-bridges per day during the year are as follows:

Ship Canal.....	4 1/2
Macomb's Dam.....	4 1/2
Madison Avenue.....	3 1/2
Third Avenue.....	32 1/2

Respectfully submitted,

MARTIN LAY, Assistant Engineer.

Approved:

SAMUEL R. PRINCE, Chief Engineer.

## BOROUGH OF BROOKLYN.

Board of Public Works, December 31, 1900.

C. C. MERRIS, Chief Engineer, Borough of Brooklyn.

Sir—Have the honor to hand you the following report on the bridges entirely within the Borough of Brooklyn, for the year ending December 31, 1900:

## HARLEM AVENUE BRIDGE.

New Bridge—Plans have been made for replacing the present swing bridge, built in 1877, with a bascule bridge. The estimated cost of this improvement is \$1,000,000. The plans were approved by the Board of Public Improvements on December 15, 1900, and now await action by the Board of Estimate and Apportionment and the Municipal Assembly.

The proposed bridge is to have a 34-foot roadway and two bicycle tracks, giving more room for each class of travel. The new grade is to be three feet higher, and many improvements will thus be saved. This change of grade was authorized by the Board of Public Improvements on November 10, 1900, and was signed by the Mayor November 23, 1900.

## Repairs.

In view of the proposed reconstruction, only urgent repairs have been made. New walks with their joints were laid in February at a cost of \$425, and at the same time the railings were overhauled at a cost of \$133.66. The structure was painted in January at a cost of \$473.42.

## NORTH STREET BRIDGE.

New Bridge—Owing to the limited waterways—35 feet in width at high-water and only 31 feet and 6 inches at low water—afforded by the existing structure, authority was given to build a new bridge with a centre channel 50 feet wide, the same as the "Boston" or "Brooklyn" draw, which has been in successful operation at our Carroll Street and Washington Avenue Bridges. The estimated cost of this improvement, including real estate, is \$500,000.

The old superstructure was built in 1863, and is in good condition. When it is removed to make way for the proposed draw-bridge it can be utilized, with but slight changes, at the Union Street or Third Street Bridges.

## Repairs.

The bridge was painted in January at a cost of \$299.10.

## THIRD STREET BRIDGE.

Painting to the amount of \$240.87 was done on the bridge in February. In April the entire woodwork was renewed and the railings overhauled; the cost was \$2,053.87, which included a crooked deck.

## CARROLL STREET BRIDGE.

This bridge, built in 1880, is in excellent condition. The stringer under the middle rails was renewed and the truck bearings replaced in January, costing \$563.66. The bridge was painted early in February at a cost of \$254. A new crooked deck was laid in March, costing \$508.40. New walks and joints were put in and the railings overhauled in July at a cost of \$744.88.

Travel over the bridge has increased since the asphalt pavement on Carroll Street was replaced with asphalt in November.

## UNION STREET BRIDGE.

The bridge was painted in February at a cost of \$441.08. All of the woodwork on the bridge has been renewed and the railings overhauled. This work was completed on April 10, and cost \$1,704.61. The new deck was laid with spoked planks.

The upper planking was again renewed on September 7, and cost \$1,843.22.

## WASHINGTON AVENUE BRIDGE.

The present structure was opened to street travel on November 29, 1900, and is in excellent condition. A change in the operating power from steam to electricity was made on Sunday, March 25. The results have been highly satisfactory.

An electric capstan for towing vessels through the draw was installed October 30. The capstan drives a 1/2-inch wire rope on which a hook is clamped for securing the low-line of vessels being towed. This arrangement does away with the handling of lines by men. The bridge and capstan controllers are placed side by side in the bridge-house, and are handled by one man. The wire-rope scheme was first used on December 27. Almost half the vessels passing the bridge use our towing rope, and the openings take from three to five minutes only, when, before the installation of this device, from ten to twenty minutes were required. The cost of the towing plant was \$1,500. No charge is made for towing.

## Repairs.

The bridge was painted early in May at a cost of \$290. The bridge was replanked by the railroad company in October.

## METROPOLITAN AVENUE BRIDGE.

In January, the old crooked deck put in when the bridge was built in 1894, was taken out and new crooked deck laid; the bills for this work amounted to \$1,087.32. At the same time the railroad company put down a new floor. The bridge was painted early in April, which cost \$344.34. On August 13 the contra-bearing casting was broken.

A new casting was put in on August 21 and 22, the expense of which was \$503.04. Repairs to the old tender pier, built in 1893, were commenced on December 10 by John D. Walsh, who is driving the piles and fastening the caps. This work will cost \$875. The repairs will be completed by the Department's carpenters.

The west channel needs dredging, and the Sewer Department has been notified with effect, as a sewer empties into this channel.

## HARLEM AVENUE BRIDGE.

An accident happened to this bridge on July 16, at 6:45 p. m., involving the bridge and resulting in delay to the travel over it. A snow, through careless handling, struck the bridge while it was raised. The two outside girders were buckled, and the main transverse girder and the two hinge plates were bent. The nature of the damage sustained compelled the repairs to be made while the bridge was in a vertical position. These repairs were completed on July 23, when the bridge was lowered and put in use.

Street travel was again stopped from December 3 to 7, owing to repairs to the large counter-weight shafts.

These two are the only interruptions to street travel since the bridge was completed. A pile protection costing \$475 was put in during August. The repairs made necessary by the snow striking with the bridge amounted to \$1,172.

## FIXED STRUCTURES.

The Kent Avenue Bridge, a cast-iron arch structure, was built as a draw-bridge some time prior to 1870, but I understand has been opened only once. The arch, when it opens, being lifted in and this being gradually approaching the bridge.

At the Kingsland Avenue Bridge, a pile treble, the same as the one at the Kent Avenue Bridge, is to be removed the structure and all in the site as soon as the space which now empty over the arch above the bridge are completed in the East river. This will probably be done late next summer.

The Third Avenue Bridge, over a branch of Coxsack canal, was painted in March, at a cost of \$220.



At Emmons Avenue Bridge the sidewalk planking and joints were completely renewed, at a cost of \$1,542.43, during November.  
Town Creek Bridge was rebuilt above the pile-heads in May, the cost was \$470.  
Voorhes Avenue Bridge was built in December, at a cost of \$4,702.36.

PROPOSED AVENUE U BRIDGE.

Plans have been made for a pile trestle to carry Avenue U over Gerritsen's pond. The estimated cost of which is \$16,000. The Board of Public Improvements authorized the reconstruction of this bridge in May 2, 1900, and the Board of Estimate and Apportionment authorized the issue of bonds to the amount of \$16,000 on December 27, 1900. No action, however, has been taken by the Municipal Assembly.

In regard to the title to the ground over which the bridge is to be built, the Corporation Counsel advised the Commissioner, on November 27, 1900, that "the City is already vested with title in all the land in Gerritsen's creek, forming a part of Avenue U, as laid down on the map, from the westerly side of said creek to the center line thereof, by virtue of certain proceedings instituted in 1872 to open said Avenue U." In the same communication he advises that an agreement has been made with the owners of property on the easterly side of the creek for a voluntary conveyance of (a) the lands within the lines of Avenue U, and needed for the bridge when construction is commenced.

GENERAL.

The gates for the five Gowanus bridges contracted for in 1899, with Augustus Smith for \$1,470, were completed on February 1, 1900. They are working satisfactorily.  
Telephones were put in on all of our draw-bridges during January and February.

The cost to the City for the telephones is nominal, as automatic pay stations were installed. The relation of each draw-bridge to street travel is shown by the following table:

	Washington Avenue	Manhattan Avenue	Valley Avenue	Capital Street	101st Street	84th Street	Hamilton Avenue
Vehicles, both ways	1,200	2,700	2,241	303	1,100	1,141	1,000
Persons, both ways	100	84	100	100	100	100	100
Passengers	1,000	2,000	1,000	1,000	1,000	1,000	1,000
Persons in vehicles, at two in each	2,400	5,400	4,482	606	2,200	2,282	2,000
Persons in cars	1,000	2,000	1,000	1,000	1,000	1,000	1,000
Total number of persons	2,400	5,400	4,482	606	2,200	2,282	2,000

Record of Tonnage and Tonnage-Paying Bridges in Borough of Brooklyn during 1900.

Borough.	Total Number of Vessels.	NUMBER AND CLASS OF VESSELS PASSING BRIDGE.												Sailing or Vessels Under Distress.	Tonnage of Vessels Paying.						
		Masted.						No Masted.							Schooners.	Tonnage of Vessels Paying.					
		Schooners.		Steam and Sailing.		Steam Tugboats.		Tow Boats.		Barges and Schooners.		Canal Boats.				Schooners.	Steam and Masted.	Steam Tugboats.	Barges and Schooners.	Canal Boats.	Total.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.								
Hamilton Avenue.	1,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Ninth Street.	1,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Third Street.	1,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Carroll Street.	1,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Urban Street.	1,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Washington Avenue.	1,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Manhattan Avenue.	1,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
District Avenue.	1,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

EXPENDITURES FOR 1900.

BRIDGE	REPAIRS	PAY-ROLL	SUPPLIES	TOTAL
Hamilton Avenue	\$861.34	\$4,748.03	\$31.57	\$5,640.94
Ninth Street	286.71	4,540.26	31.42	4,858.39
Third Street	1,612.88	3,770.00	28.02	5,410.90
Carroll Street	1,167.11	5,027.29	173.86	6,368.26
Urban Street	1,061.75	3,825.18	28.08	4,914.91
Washington Avenue	2,485.06	3,000.85	253.03	5,738.94
Manhattan Avenue	2,601.34	4,108.20	35.87	6,745.41
Harvey Avenue	2,485.00	2,774.00	74.50	5,333.50
Barren Island	1,000.00	800.00	—	1,800.00
Third Avenue	107.00	—	—	107.00
Town Creek	70.15	—	—	70.15
Emmons Avenue	490.41	—	—	490.41
Voorhes Avenue	4,702.36	—	—	4,702.36
General	1,551.94	—	—	1,551.94
	\$10,010.75	\$34,756.36	\$648.83	\$45,415.94

SUMMARY.

Appropriation	\$50,785.00
Supplies on hand January 1, 1900	851.36
	\$51,636.36
Vouchers and payrolls	30,504.80
Supplies issued from stock	851.36
	\$31,356.16
Unexpended balance	\$20.20

Respectfully submitted,

J. S. LANGTHORN, Assistant Engineer.

Approved:

HENRY BRAM, Deputy Commissioner of Bridges, Borough of Brooklyn.

BOROUGH OF THE BRONX.

CITY OF NEW YORK—DEPARTMENT OF BRIDGES,  
BOROUGH OF THE BRONX,  
THIRD AVENUE AND ONE HUNDRED AND SEVENTY-SEVENTH STREET,  
January 8, 1901.

SAMUEL R. PROHASKO, Esq., Chief Engineer, Department of Bridges:

SIR:—I have the honor to present the following report of the work done by the Department of Bridges in the Borough of The Bronx during the year ending December 31, 1900. The summary includes a general statement of the work of maintaining and repairing all old bridges, payable from the account "Maintenance of and Repairs to Bridges—Borough of The Bronx," and a record of construction in charge of the Engineer.

GENERAL MAINTENANCE AND REPAIRS.

The following bridges have been maintained and repaired during the year:

One Hundred and Thirty-fifth street, over Mott Haven Canal, trestle draw, length 33 feet, width 11 feet 6 inches.

One Hundred and Sixty-fifth street, over Cromwell's creek, timber trestle, length 260 feet, width 30 feet.

Dunt's Point road, over Causeway creek, timber, length 17 feet 6 inches, width 17 feet 6 inches.

Kingsbridge, over Spuyten Duyvil creek, two timber spans.

Farmer's bridge, over Spuyten Duyvil creek, two timber spans.

Westchester avenue, over Bronx river, timber trestle, 100 feet 4 inches long, and iron pony draw span 114 feet 4 inches long.

Tremont avenue (One Hundred and Seventy-seventh street) over Bronx river, iron bowstring truss, length 70 feet, width 27 feet.

Samuel street, over Bronx river, iron pony truss, length 95 feet, width of roadway 12 feet.

Williamsbridge, over Bronx river, iron pony truss, length 94 feet 6 inches, width 36 feet 4 inches.

Second street, over Bronx river, timber truss foot bridge.

Woodlawn bridge, over Bronx river, lattice girders, length 33 feet 8 inches, width 20 feet 7 inches.

Westchester turnpike, over Katterjohn creek, timber stringer span.

Westchester turnpike, over Sealby's creek, timber foot bridge.

West Farms road, over Sealby's creek, small timber foot bridge.

Unionport draw bridge, over Westchester creek, iron bowstring truss, length of draw 137 feet 3 inches, width 20 feet, length of fixed span 51 feet, timber trestle 59 feet 6 inches.

Main street, over Westchester creek, 1 timber stringer spans, length 20 feet, width 28 feet 4 inches; length 30 feet 3 inches, width 28 feet; length 17 feet 4 inches, width 25 feet 4 inches.

Eastchester road and Stony Brook, 1 timber stringer span.

Sawmill lane and Stony Brook, 1 timber stringer span.

Boston Post road and Stony Brook, masonry arch.

Boston Post road and Black Dog Brook, 1 wooden stringer span.

Boston Post road and Rattlesnake Brook, 1 wooden stringer span.

Schleffelin lane and Rattlesnake Brook, 1 wooden stringer span.

Kingsbridge road and Rattlesnake Brook, 1 wooden stringer span.

Boston Post road and Hutchinson river, iron draw-bridge, length 101 feet 6 inches, width 22 feet 4 inches.

City Island bridge, 1 draw span, 5 stringer spans, 13 king-post spans; total length 950 feet 5 inches; width, except on draw, 25 feet; length of draw span 115 feet 4 inches, width 16 feet 6 inches.

Pennyfield bridge, over Weir creek, small wooden stringer span.

Tibbitt's brook and Riverdale avenue, iron stringer span, length 32 feet, width 32 feet.

Broadway and Tibbitt's brook, masonry arch.

Many of these bridges, particularly those in the "District East of the Bronx River," are old and need constant small repairs, which, on account of long hauls for men and materials, are expensive in the aggregate when compared with the importance of the structures. Most of them, especially those over small streams and remote from main lines of travel, are safe and adequate for present use, and it has been our policy, pending the adoption of the final layout of the streets in this section, to patch them when needed without making any extensive repairs. In order to facilitate and reduce the cost of work in this part of the borough, a storage yard for material in constant use has been established on Westchester turnpike, at Unionport.

The bridge over the Mott Haven canal, at One Hundred and Thirty-fifth street, is still safe but is utterly inadequate for the constant and heavy traffic. It is wide enough for one track, being 10 feet 3 inches between guard rails, while One Hundred and Thirty-fifth street is 30 feet in width. The bridge is therefore a serious obstacle to the business of the freight stations, coal, lumber and building material yards in the vicinity, as the only other crossing (at One Hundred and Thirty-eighth street) is also congested with trucking. I believe that the plans for the bridge at this point, authorized by chapter 523, Laws of 1896, are almost finished, and I recommend that, if possible, the contract for building the structure be let without further delay.

The pile trestle over Cromwell's creek, at One Hundred and Sixty-fifth street, which was not in use last year, has been reopened for traffic, after having been repaired. Kings Bridge and Farmer's Bridge have also received care. The temporary bridge over the Bronx river, near Westchester avenue, is in constant use, but should be replaced as soon as possible by the permanent structure authorized by chapter 117 of the Laws of 1896. Revised plans are now being drawn in the Manhattan office. Until this bridge and the Tremont avenue arches are finished the growth of the Annexed District will be seriously obstructed. At Westchester avenue, in particular, passengers transferring from the one railway line to another suffer much annoyance and, in inclement weather, hardship.

Unionport Draw-bridge has been overhauled and new wheels have been put in place. While this structure is very light and needs further extensive repairs it will probably be safe for travel for some years. During the coming season the piers and turntable will be strengthened and adjusted and some of the main members may be replaced.

The old bridge at City Island is still in use. By constant care and watchfulness it has been kept open for ordinary light traffic, but all heavy materials for the ship yards and other industrial plants on the island are transported by highway. Although this structure has no protection from the prevailing northeast storms of Long Island Sound and is subjected to the swift tidal currents of the "Narrows," I think that we shall be able to maintain it without accident until next spring, when the new bridge will be ready for travel.

The other bridges have been repaired when required and have been maintained in good order. The amount expended during the year, chargeable to the account "Maintenance of and Repairs to Bridges—Borough of The Bronx," was \$40,475.93.



## NEW YORK.

The bridges projected or under construction, whose cost is payable from bond accounts is outlined below.

## City Island Bridge.

This bridge is now nearly completed. It was authorized by chapter 638, Laws of 1894, amended by chapter 507, Laws of 1896, and the contract was executed on December 13, 1898. Work was begun on January 19, 1899.

It consists of five 80-foot plate girder spans and one 168-foot draw span. The west approach is 835 feet long and lies in Pelham Bay Park; the east approach is about 280 feet long, 53 feet wide at the east abutment and about 210 feet wide at its junction with Main street, City Island.

During the past year three piers and one abutment were built, the entire steel superstructure erected, the west approach graded, paved and made ready for travel, and the embankment of the east approach almost finished. The principal work still to be done is the completion of the grading and paving of the east approach, the asphalt pavement on the superstructure and the installation of the lighting plant. By order of the Consulting Engineer the asphalt pavement will not be laid until colder weather.

Under a permit from this Department the City Island Railway Company has laid a double-track narrow-gauge line on the superstructure and is about to lay track on the approaches.

The following summary shows the amount of work done and materials furnished by the contractor during the year:

430 cubic yards of No. 1 concrete, etc.  
163 cubic yards quarry-faced limestone ashlar foundation masonry, etc.  
1,085 cubic yards quarry-faced limestone ashlar pier masonry, etc.  
2,765 cubic feet quarry-faced granite coping.  
40 cubic feet granite pedestal blocks.  
6,200 cubic feet stone filled with tendor.  
62,300 feet (board measure) square timber work in with tendor.  
500 cubic yards rip-rap stone back of abutments.  
9,000 feet (board measure) of timber in grillage and other square timber work in permanent foundation.  
1,310,000 pounds iron and steel work of plate girder spans.  
145,000 pounds iron and steel work of superstructure of draw span.  
172,000 pounds iron and steel work of turntable turning and locking machinery, etc.  
1,025 linear feet of wrought iron or steel railing.  
19,400 cubic yards embankment filling including rock footing.  
1,200 square yards of rip-rap pavement on slopes.  
152 granite posts for sidewalk railing on embankment.  
1,625 linear feet of new curbstones.  
9,800 square feet of gravel sidewalk on rubble stone foundation.  
2,380 square feet of gravel roadway on island foundation.  
2 galvanized iron and 8-inch vitrified outlet pipe.  
100 cubic yards of garden mould on slopes.

The amount paid to the contractor on account of this contract up to December 17, 1900, was \$143,820—\$15,050 additional, according to the terms of the contract, was retained until the acceptance of the job.

The construction of this bridge has progressed slowly; the west approach in particular has suffered many delays on account of obstacles in the way of acquiring land. The progress of this approach is now delayed by the City and the grading is rapidly approaching completion.

## Permanent Bridge over The Bore at Westchester Avenue.

This bridge was authorized by chapter 637, Laws of 1896. New plans are being drawn in the main office of this Department in Manhattan.

## Bridge over the Bronx River at One Hundred and Seventy-seventh Street (Tremont Avenue).

Various designs have been prepared to meet the conditions at this crossing. Plans for a double arch skew bridge are now being drawn in this office. It is proposed to raise the grade eight feet above the floor of the present bridge. This change is authorized by the act under which the bridge will be built, chapter 657, Laws of 1897.

## Bridge and Approach over the Bronx River, between Williamsbridge and Woodlawn Station of the New York and Harlem Railroad.

This statute was authorized by chapter 157, Laws of 1897, and its location was fixed at Eighth Avenue, Williamsbridge. The act prescribes that the bridge shall begin at Bronx terrace, but this would necessitate such steep gradients on the connecting streets that the structure would be inaccessible for traffic. The Corporation Council has advised that the act be amended so as to authorize an extension to Second street, which would reduce the gradient of the connecting streets to about 6 per cent. The plans for the extended structure are ready and I recommend that the matter be presented at once to the Legislature now in session. The changes will only slightly increase the cost of the bridge.

## Bridge over Mill Haven Canal at One Hundred and Thirtieth Street.

This bridge was authorized by chapter 523, Laws of 1896. On account of the small appropriation for its construction the design has been difficult. I understand, however, that under the new plans that had been prepared in the Manhattan office the bridge can be built without exceeding the appropriation, and I therefore respectfully urge that the contract be let as soon as possible.

Respectfully submitted,

J. G. THELAN, Engineer in Charge, Borough of The Bronx.

Approved:

MATTHEW H. MOORE, Deputy Commissioner of Bridges, Borough of The Bronx.

## NEWTOWN CREEK BRIDGES.

DEPARTMENT OF BRIDGES, January 30, 1901.

Mr. SAMUEL R. PROBASCO, Chief Engineer, Department of Bridges:

SIR—I have the honor to report as follows in relation to the work done and the condition of the bridges over Newtown creek and in the Borough of Queens:

## Bridge over Newtown Creek at Vernon Avenue.

During the past year this bridge has been repeatedly damaged by collisions, and it has taken the utmost energy and diligence to keep it open for traffic.

The condition of said bridge is the same as that of last year's report, accentuated by another year's injuries and hard wear.

How much longer this condition will last no one is able to predict, but it is a continuous source of vexation to the public and to those who have to keep it in repair, and is an credit in The City of New York.

## Bridge over Newtown Creek at Greenpoint Avenue.

The reconstruction of this bridge, which was commenced in 1899, was completed and the bridge opened to traffic on the 26th of March, 1900. The bridge was then operated by hand power, and on account of its dimensions and weight its operation was slow, causing delay to traffic and navigation.

To avoid this the necessary machinery was installed to operate this bridge by electricity, and since then it has worked satisfactorily.

Since the bridge has been opened it has carried some very heavy loads, which required specially built trucks for transportation, and in one instance the whole outfit of truck, load, etc., exceeded 40 tons. The bridge was fully able to carry such a load with safety, but the truck especially built for this load was too low, and its haug bolts caught the apron plates of the bridge and tore them off.

To prevent similar damage in future it would be well to have some rule permitting the transportation of such special loads over the bridge only "after a prior inspection has been made as to the proper dimensions and loadings of such load or truck."

## Bridge over Newtown Creek at Mosker Avenue.

This bridge has been in uninterrupted operation during the past year, and has repeatedly been damaged by passing vessels. The damage was of such a nature as to be readily repaired, so as not to interfere with its use.

The centre pivot on which the bridge turns has worn down, which causes it to offer considerable resistance in swinging the bridge, and this wear must be taken up by the apparatus provided for this purpose. This will, however, necessitate the closing of the bridge to traffic for a few days, which, though inconvenient, cannot be delayed much longer.

## Bridge over Newtown Creek at Grand Street.

Work was commenced on the rebuilding of this bridge in August, 1900, and if no accident prevents should be finished in the course of 1901.

## Bridge over Newtown Creek at Metropolitan Avenue.

During the past year this bridge has been repaired at various times. South of this bridge the creek is filling up fast, and the time is not far off when the creek and low land adjoining it will be filled in, with this bridge at its northern limit. For this reason no repairs are made except those which are absolutely necessary.

The cost of repairs and maintenance to each bridge during the year 1900 is:

	VERNON AVENUE.	BLISSVILLE.	MOCKER AVENUE.	GRAND STREET.
Wages .....	\$12,008 00	\$14,631 51	\$11,986 94	\$11,000 29
Repairs and supplies .....	4,124 61	5,370 45	2,030 99	130 35
Total .....	\$17,033 60	\$20,002 20	\$14,223 83	\$11,130 64

## SUMMARY.

Vernon Avenue .....	\$17,033 60
Blissville .....	20,002 20
Mocker Avenue .....	14,223 83
Grand Street .....	11,130 64
Sum .....	475 74
Total .....	\$62,024 94

## BRIDGES IN THE BOROUGH OF QUEENS.

## Flushing Creek Bridge.

During the past year this bridge has undergone repairs made necessary by the increased traffic over it and the defects of its construction.

The time is not far off when a new bridge of greater strength and stability will be a necessity.

## Strong's Causeway Bridge.

This bridge has been repaired and painted and, though its abutments and superstructure are light, it will be well set in its place as long as it satisfies the present needs, though new abutments may be needed this year.

## Alley Creek, Little Neck Bridge.

The abutments of this bridge have stood, though weak, and with proper repairs may stand longer. They will some be beyond repair and will have to be rebuilt, when the grade of the bridge should be raised, as the tide now runs over the centre pier.

## Norton's Creek Bridge.

The abutments of this bridge have been repaired during the past year, and with proper care this bridge will be useful for some time yet.

## Barren Avenue Bridge over Dutch Kill Creek.

This bridge has been repaired repeatedly during the past year, but its general condition is such that a new bridge is a necessity, not only on account of the weakness of the present one, but the time is not far off when this bridge will be wholly inadequate to accommodate the increased travel.

Preliminary steps have been taken to secure a new bridge.

## Hunter's Point Avenue Bridge over Dutch Kill Creek.

This bridge has been painted and repaired. The parapet walls on the abutments, however, are in a dilapidated condition and need repair.

At present the traffic over said bridge is not large, but has increased during the past year.

## Johnson Avenue Bridge over Dutch Kill Creek.

This bridge is in fair condition, but needs repairs to its deck and railings.

## Clinton Road Bridge over English Kill Creek.

This bridge needs reconstruction.

## GENERAL REMARKS.

The bridges in Queens are in such condition that this Department may be called on at any moment for repairs to prevent interruption of traffic. It is impossible to know positively when such repairs may be needed, and it is for this reason that a certain amount appears in the yearly estimate, which shows an unexpended balance at the end of the year.

Very respectfully submitted,

J. W. BAILEY, Assistant Engineer.

Approved:

JOHN E. BACKUS, Deputy Commissioner, Borough of Queens.

## BRIDGES IN THE BOROUGH OF RICHMOND.

## Bridge over Lioness Creek, Pelham Bay.

During the past year this bridge has been in operation without interruption. Traffic is slowly but constantly increasing, and the crossing of loaded trucks over this bridge is dangerous, it being too weak for anything but pedestrians and light wagons. The nature of this structure precludes the possibility of strengthening it, and heavy traffic should be prevented from crossing or the bridge should be rebuilt.

## Fish Kill Bridge in the Old Richmond Tract.

This bridge has been repaired and painted and is in good condition.

## Mill Creek Bridge in the Richmond Tract.

Some repairs and the painting of this bridge will be needed.

## Bridge at Western Avenue.

The westerly end of this bridge has been raised to correspond with the level of the new road, and it is now in good condition.

Very respectfully submitted,

J. W. BAILEY, Assistant Engineer.

## LIST OF EMPLOYEES.

The following list contains the names, occupation, addresses and compensation of the employees of the Department of Bridges, as of December 31, 1900.

## BOROUGH OF MANHATTAN.

## MAIN OFFICE.

John L. Shea, Commissioner, No. 278 Jefferson Avenue, Brooklyn .....	\$7,500 00
Thomas H. York, Deputy Commissioner, No. 105 Prospect place, Brooklyn .....	5,000 00
Samuel R. Probasco, Chief Engineer, No. 107 Montague street, Brooklyn .....	10,000 00
Martin Gay, Assistant Engineer, No. 400 West Fifty-seventh street, Manhattan .....	3,500 00
Daniel A. Curtin, Assistant Engineer, No. 2599 Creston Avenue, Manhattan .....	3,000 00
William J. Morrissey, Private Secretary, No. 196 Lenox Avenue, Manhattan .....	2,500 00
Arthur T. Reilly, Cashier and Auditor, No. 5 Lewis street, Manhattan .....	2,500 00
Joseph W. Balet, Assistant Engineer, No. 320 East Fourteenth street, Manhattan .....	2,400 00
E. B. Jennings, Assistant Engineer, No. 207 West One Hundred and Sixth street, Manhattan .....	2,000 00
Edw. DeVoe Tompkins, Bridge Engineer, No. 372 Park place, Brooklyn .....	1,800 00
William C. King, Draftsman, No. 343 Fourteenth street, Brooklyn .....	1,500 00
Edw. J. Carney, Transmitter, No. 33 West Sixty-eighth street, Manhattan .....	1,500 00
Thomas S. Griffin, Transmitter, No. 45 Lefferts place, Brooklyn .....	1,500 00
George E. Jackson, Rodman, No. 617 Putnam Avenue, Brooklyn .....	1,320 00
Edw. F. Cadley, Cashier, No. 112 St. Felix street, Brooklyn .....	1,500 00
Ida Parkhurst, Stenographer and Typewriter, No. 374 Greene Avenue, Brooklyn .....	1,200 00
Rose Delaney, Stenographer and Typewriter, No. 68 Third street, Long Island City .....	900 00
William Knapp, Messenger, No. 637 West One Hundred and Fifty-first street, Manhattan .....	1,200 00







John McQuade, Bridge Tender, No. 66 North Eighth street, Brooklyn.....	\$839 50
Michael Collins, Bridge Tender, No. 89 Sixth street, Long Island City.....	839 50
Bernard Patton, Bridge Tender, No. 89 Canella street, Long Island City.....	839 50
John Burns, Bridge Tender, No. 74 Carter street, Brooklyn.....	839 50
John Loughlin, Bridge Tender, No. 121 Borden avenue, Long Island City.....	839 50
James Mahoney, Bridge Tender, No. 181 Vernon avenue, Long Island City.....	839 50
Dayal Hart, Bridge Tender, No. 438 Nineteenth avenue, Long Island City.....	839 50
Walter Brady, Bridge Tender, No. 538 Lockwood street, Long Island City.....	839 50
James McCusker, Bridge Tender, No. 151 North Seventh street, Brooklyn.....	839 50
Joseph Kiek, Bridge Tender, No. 800 Metropolitan avenue, Brooklyn.....	839 50
Philip Kalmbach, Ship Carpenter, No. 31 Broome street, Brooklyn.....	Per day, 3 00

## BOROUGH OF BROOKLYN.

Henry Beam, Deputy Commissioner, No. 38 Seventh avenue, Brooklyn.....	5,000 00
James B. Murphy, Chief Clerk, No. 52 DuBois street, Brooklyn.....	2,000 00
J. S. Langthorn, Assistant Engineer, No. 350 Seventy-ninth street, Brooklyn.....	2,500 00
James Tierney, General Foreman of Bridges, No. 117 Berry street, Brooklyn.....	1,800 00
H. E. Cunningham, Stenographer, No. 130 Bay Tenth street, Brooklyn.....	1,000 00
John Walls, Bridge Keeper, No. 49 Garret street, Brooklyn.....	1,000 00
Joseph DeLaney, Bridge Tender, No. 577 Court street, Brooklyn.....	839 50
Bartholomew Holahan, Bridge Tender, No. 164 Huntington street, Brooklyn.....	839 50
John O'Rourke, Bridge Tender, No. 303 Nevins street, Brooklyn.....	839 50
James E. Ryan, Bridge Keeper, No. 106 Twelfth street, Brooklyn.....	1,000 00
Alexander McLaughlin, Bridge Tender, No. 356 Columbia street, Brooklyn.....	839 50
James S. McGrath, Bridge Tender, No. 155 Nineteenth street, Brooklyn.....	839 50
Michael Debbly, Bridge Tender, No. 209 Luquer street, Brooklyn.....	839 50
James McBride, Bridge Tender, No. 300 Hudson avenue, Brooklyn.....	839 50
John T. Cahill, Bridge Keeper, No. 71 Verona street, Brooklyn.....	1,000 00
Patrick Ryan, Bridge Tender, No. 124 Fulton street, Brooklyn.....	839 50
Michael White, Bridge Tender, No. 514 Columbia street, Brooklyn.....	839 50
John Sherlock, Bridge Tender, No. 604 Degraw street, Brooklyn.....	839 50
Peter Gallagher, Bridge Tender, No. 1547 Fulton street, Brooklyn.....	839 50
Frank Kelly, Bridge Keeper, No. 440 Smith street, Brooklyn.....	1,000 00
Dennis McNamara, Bridge Keeper, No. 274 Third avenue, Brooklyn.....	1,000 00
Charles M. Smith, Engineer, No. 176 Nevins street, Brooklyn.....	1,277 50
Richard Cahill, Fireman, No. 27 Luquer street, Brooklyn.....	1,000 00
William Murray, Bridge Keeper, No. 601 Baltic street, Brooklyn.....	1,000 00
James Quilty, Bridge Tender, No. 117 Fourteenth street, Brooklyn.....	839 50
John Curran, Bridge Tender, No. 493 Warren street, Brooklyn.....	839 50
Daniel O'Neil, Bridge Tender, No. 55 Bergen street, Brooklyn.....	839 50
Charles M. McKeever, Bridge Keeper, No. 438 Park avenue, Brooklyn.....	1,000 00
Frank A. Conlon, Bridge Tender, No. 213 Grand avenue, Brooklyn.....	839 50
Patrick Sheehan, Bridge Tender, No. 53 Taylor street, Brooklyn.....	839 50
John J. Foley, Bridge Tender, No. 505 Myrtle avenue, Brooklyn.....	839 50
Hugh Bagley, Engineer, No. 127 Cumberland street, Brooklyn.....	1,277 50
John Schuman, Bridge Keeper, No. 55 Grant street, Brooklyn.....	1,000 00
John Halsten, Jr., Bridge Tender, No. 100 Trueman street, Brooklyn.....	839 50
Patrick Shea, Bridge Tender, No. 450 Humboldt street, Brooklyn.....	839 50
Frederick Hamilton, Bridge Tender, No. 182 Knickerbocker avenue, Brooklyn.....	839 50
Joseph A. Sutherland, Bridge Keeper, Coney Island, Brooklyn.....	1,000 00
Richard Hayman, Bridge Tender, Coney Island, Brooklyn.....	839 50
William F. O'Brien, Bridge Tender, No. 439 Sixth street, Brooklyn.....	839 50
Thomas W. Fallock, Ship Carpenter, No. 300 Wyckoff street, Brooklyn.....	1,000 00
Richard Guiler, Bridge Tender, East Ninety-fourth street, Coney Island, Brooklyn.....	839 50
John J. Gilmore, Bridge Tender, No. 407 Snokert street, Brooklyn.....	839 50

## BOROUGH OF THE BRONX.

Matthew H. Moore, Deputy Commissioner, No. 237 St. Ann's avenue, Bronx.....	4,000 00
Edwin F. Lyng, Chief Clerk, No. 607 East One Hundred and Thirty-fifth street, Bronx.....	2,000 00
John A. Pachter, Stenographer and Typewriter, No. 801 East One Hundred and Forty-eighth street, Bronx.....	1,200 00
John G. Theban, Assistant Engineer in Charge, No. 149 East One Hundred and Sixteenth street, Manhattan.....	3,000 00
George H. Heffelt, Assistant Engineer, No. 553 East One Hundred and Fifty-sixth street, Bronx.....	1,500 00
Ernest A. Fietel, Jr., Translator, No. 1850 Badgate avenue, Bronx.....	1,380 00
Peter J. Murphy, Translator, No. 955 East One Hundred and Sixty-fifth street, Bronx.....	1,200 00
Joseph A. Keline, Rodman, No. 233 St. Ann's avenue, Bronx.....	1,000 00
George Adams, Axeman, Pelham avenue and Pelham road, Bronx.....	900 00
William A. Carney, Inspector, No. 2049 Rye avenue, Bronx.....	Per day 4 00
Arthur C. Wilson, Riveter, No. 1037 Pelham avenue, Brooklyn.....	0 00
Sarah Titus, Bridge Tender, Westchester avenue, Bronx.....	400 00
John Maloy, Bridge Tender, Eastchester, Bronx.....	730 00
Warren Daly, Bridge Tender, Unionport, Bronx.....	730 00
Patrick Moriarty, Bridge Tender, Evelyn place and Grand avenue, Bronx.....	730 00
Frank Yaker, Bridge Tender, Wakefield, Bronx.....	730 00
Richard McGowan, Bridge Tender, Haychester, Bronx.....	730 00
William Heapes, Bridge Tender, Thurgood's Neck, Bronx.....	730 00
Edward Hayes, Bridge Tender, Green lane, Westchester, Bronx.....	730 00
James H. Booth, Bridge Tender, Scofield avenue, City Island, Bronx.....	730 00
John B. Colford, Foreman, Westchester, Bronx.....	Per day 3 50
Francis E. Walkley, Painter, No. 865 East One Hundred and Thirty-seventh street, Bronx.....	3 50
William E. Gorton, Painter, No. 603 East One Hundred and Forty-first street, Bronx.....	3 50
Andrew J. Walsh, Painter, No. 117 East One Hundred and Twenty-sixth street, Manhattan.....	3 50
James E. Gaffney, Carpenter, No. 761 Forest avenue, Bronx.....	3 50
Joseph Mecher, Carpenter, Third street, between C and D, Unionport, Bronx.....	3 50
Thomas Houblian, Carpenter, No. 2411 Cambridge avenue, Bronx.....	3 50
Joseph Schmalacker, Carpenter, No. 756 East One Hundred and Seventy-fifth street, Bronx.....	3 50
William S. Appleton, Carpenter, No. 476 Brook avenue, Bronx.....	3 50
Anthony Zwickert, Foreman's Assistant, No. 670 East One Hundred and Forty-seventh street, Bronx.....	3 50
John Clark, Dock Builder, Washington avenue and Third street, Bronx.....	2 50
Daniel J. Carr, Sounder, No. 530 East One Hundred and Eighty-first street, Bronx.....	2 50
Phillip J. Reilly, Sounder, No. 682 East One Hundred and Forty-eighth street, Bronx.....	2 50
Matthew H. Moore, Jr., Sounder, No. 237 St. Ann's avenue, Bronx.....	2 00
Theodore A. Theban, Jr., Sounder, No. 149 East One Hundred and Sixteenth street, Bronx.....	2 00
Timothy Higgins, Stableman, No. 662 East One Hundred and Forty-sixth street, Bronx.....	2 50
Alexander McKenna, Laborer, No. 667 East One Hundred and Fifty-fifth street, Bronx.....	2 00
James Rice, Laborer, City Island, Bronx.....	2 50
John Ryan, Laborer, Daly avenue and Clover street, Bronx.....	2 50
Thomas P. Moore, Laborer, No. 744 East One Hundred and Thirty-fourth street, Bronx.....	2 50
William P. Breidenbach, Laborer, No. 1897 Lillian place, Bronx.....	2 50
Patrick Hayes, Laborer, No. 804 East One Hundred and Forty-eighth street, Bronx.....	2 50
Bernard McCann, Toolman, No. 170 East One Hundred and Sixteenth street, Bronx.....	2 50
Thomas Manning, Toolman, No. 1866 Bathgate avenue, Bronx.....	2 50
John J. Taggart, Driver, No. 861 East One Hundred and Thirty-seventh street, Bronx.....	2 50
Aloysius T. Moore, Driver, No. 358 St. Ann's avenue, Bronx.....	2 50
J. Joseph Ryan, Driver, No. 825 East One Hundred and Forty-fifth street, Bronx.....	2 50
Samuel Smith, Machinist's Helper, No. 505 East One Hundred and Twentieth street, Manhattan.....	2 50
Michael Gorman, Stone Mason, No. 782 East One Hundred and Forty-sixth street, Bronx.....	4 00
Pierce J. Butler, Foreman Stone Mason, No. 268 Alexander avenue, Bronx.....	4 00
James Cassidy, Bootmaker, No. 365 East Eighth street, Bronx.....	2 50

## BOROUGH OF QUEENS.

John E. Backus, Deputy Commissioner, Hoffman Boulevard, Newtown.....	3,000 00
John A. McElroy, Chief Clerk, No. 109 Ninth street, Long Island City.....	1,500 00
Frank Heaney, Bridge Tender, Leavitt avenue, Flushing.....	766 50
Frank Krabe, Bridge Tender, No. 169 Steinway avenue, Long Island City.....	766 50
Elwood Van Nostrand, Bridge Tender, Linden avenue, Flushing.....	766 50

William Sands, Bridge Tender, Flushing Bridge, Flushing.....	766 50
Thomas Sweeney, Bridge Tender, No. 63 Fifth street, Long Island City.....	766 50
William Scanlon, Bridge Tender, No. 103 Pearl street, Long Island City.....	766 50
John Hurley, Bridge Tender, No. 345 Jackson avenue, Long Island City.....	766 50
Bernard F. Kane, Bridge Tender, Linden and Grand streets, Maspeth.....	766 50
Patrick Marx, Bridge Tender, Flushing Bridge, Flushing.....	766 50
George Mager, Bridge Tender, Strong's Causeway, Newtown.....	766 50
Cornelius Fowler, Bridge Tender, Bayville, Long Island.....	766 50
George T. Murray, Bridge Tender, Waverly avenue, Rockaway Beach.....	766 50
James Kendrick, Bridge Tender, No. 67 West Fourth street, Long Island City.....	766 50

## BOROUGH OF RICHMOND.

Patrick Larkin, Superintendent, Roschank, Staten Island.....	4,000 00
Cornelius J. Lynch, Inspector, West New Brighton, Staten Island.....	1,000 00
John McCabe, Bridge Keeper, Green Ridge, Staten Island.....	1,000 00
Edward E. Vaughan, Bridge Keeper, Roselle, Staten Island.....	1,000 00
Charles J. McMullin, Bridge Tender, Port Richmond, Staten Island.....	1,000 00

## NEW YORK AND BROOKLYN BRIDGES.

Charles C. Martin, Chief Engineer and Superintendent, No. 104 Broadway place, Brooklyn.....	10,000 00
*Archibald McLean, Assistant Engineer, No. 144 Edgewood avenue, Brooklyn.....	2,500 00
Charles B. Martin, Electrical Engineer, No. 531 Second street, Brooklyn.....	2,500 00
H. G. Lingerman, Draftsman, No. 243 Fifty-seventh street, Brooklyn.....	1,800 00
J. A. Kingsley, Timekeeper and Auditor, No. 130 Washington park, Brooklyn.....	2,500 00
Herman Prager, Chief Clerk and Cashier, No. 410 High street, Brooklyn.....	2,500 00
Jules Kennard, Clerk to Chief Engineer and Superintendent, No. 109 Lafayette place, Brooklyn.....	2,500 00
H. R. Baldwin, Clerk, No. 411 Third avenue, Brooklyn.....	1,700 00
William W. Sheffeld, Toll Clerk, No. 5154 Washington avenue, Brooklyn.....	1,800 00
John F. Gregg, Toll Clerk, No. 130 South Street place, Brooklyn.....	1,000 00
H. E. Cunningham, Stenographer, No. 130 Bay Tenth street, Brooklyn.....	500 00
James P. Sullivan, Storekeeper, No. 17 Dorset street, Brooklyn.....	1,200 00
M. Cassidy, Messenger, No. 192 Pacific street, Brooklyn.....	400 00
James Napier, Rodman, No. 162 Cumberland street, Brooklyn.....	1,000 00
Mary Campbell, Office Cleaner, No. 87 Canal avenue, Brooklyn.....	500 00
Mary E. Cooley, No. 220 North Sixth street, Brooklyn.....	500 00
John Kilian, Foreman Riveter, No. 44 Westfield street, Brooklyn.....	1,700 00
L. C. Miner, Foreman Painter, No. 207 Seventh avenue, Brooklyn.....	2,500 00
William Dempsey, Foreman Carpenter, No. 70 South Portland avenue, Brooklyn.....	2,500 00
Daniel Levey, Foreman Brick Mason, No. 805 Pacific street, Brooklyn.....	1,800 00
Thomas Burns, Foreman Laborer, No. 103 Westfield street, Brooklyn.....	2,000 00
John Downey, Foreman Blacksmith, No. 51 Cleeve avenue, Brooklyn.....	1,200 00
Samuel A. Livingston, Master Mechanic, No. 122 Wyand street, Brooklyn.....	2,500 00
Edward Cunningham, Superintendent, Pacific Light, No. 47 Cumberland street, Brooklyn.....	2,500 00
W. F. Keck, Toll Collector, No. 447 Tompkins avenue, Brooklyn.....	10 00
J. A. Reeves, Toll Collector, No. 23 Woodlawn street, Brooklyn.....	12 50
D. H. Quaid, Toll Collector, East Fourteenth street and Avenue B, Brooklyn.....	12 50
Robert Johnson, Toll Collector, No. 53 South River place, Brooklyn.....	12 50
Joseph McCarthy, Toll Collector, No. 201 Promenade place, Brooklyn.....	12 50
T. I. Conlin, Toll Collector, No. 217 Grand avenue, Brooklyn.....	12 50
William Courtney, Toll Collector, No. 280 Fifty-fourth street, Brooklyn.....	12 50
Joseph Kinsella, Toll Collector, No. 210 Adams avenue, Brooklyn.....	12 50
Henry Shea, Toll Collector, No. 11 Sonoma street, Brooklyn.....	12 50
A. W. Abbott, Gateman, No. 116 St. Mark's place, Brooklyn.....	12 50
D. A. Denyse, Gateman, No. 77 Fifty-fifth street, Brooklyn.....	12 50
P. McDonald, Gateman, No. 727 Third street, Brooklyn.....	12 50
J. J. McDonough, Gateman, No. 206 North River place, Brooklyn.....	12 50
W. J. Thomas, Gateman, No. 101 Hall street, Brooklyn.....	12 50
Rd. Olmsted, Gateman, No. 121 Washington place, Manhattan.....	12 50
Edward K. Travis, Gateman, No. 27 Montague street, Brooklyn.....	12 50
Thomas Politt, Riveter, No. 2079 Fulton street, Brooklyn.....	20 00
John Simpson, Riveter, No. 203 Hall street, Brooklyn.....	12 50
George Parker, Riveter, No. 712 East Twelfth street, Manhattan.....	40 00
Robert Sands, Riveter, No. 21 Hill street, Brooklyn.....	40 00
August Daley, Riveter, No. 16 U. S. Hotel avenue, Brooklyn.....	40 00
James O'Brien, Fitter, No. 24 8th street, Brooklyn.....	50 00
W. C. Sargent, Fitter, No. 1706 Third avenue, Manhattan.....	12 50
George Snyder, Fitter, No. 455 Bedford street, Queens.....	12 50
Henry Kelly, Stone Cutter, No. 1097 Third avenue, Manhattan.....	12 50
Joseph Smith, Helper, No. 232 Myrtle avenue, Brooklyn.....	12 50
W. J. Carpenter, Assistant Foreman, No. 23 Midway street, Brooklyn.....	47 00
Thomas A. Abraham, Assistant Foreman, No. 401 Thirty-first street, Brooklyn.....	47 00
Christopher Martin, Painter, Avenue G and East Thirty-eighth street, Brooklyn.....	40 00
William Jones, Painter, No. 168 Cumberland street, Brooklyn.....	40 00
James Rourke, Painter, No. 37 Wyckoff street, Brooklyn.....	40 00
James Dillon, Painter, No. 107 Christie street, Manhattan.....	40 00
Mat. Miner, Painter, No. 150 Fifty-seventh street, Brooklyn.....	40 00
William Tompkins, Painter, No. 15 Bay street, Jamaica, Queens.....	40 00
Rd. Wilson, Painter, No. 57 Tallman street, Brooklyn.....	40 00
William Glassy, Painter, No. 23 Little street, Brooklyn.....	40 00
Henry Smith, Painter, No. 120 Franklin street, Brooklyn.....	40 00
John Culson, Painter, No. 87 Grand avenue, Brooklyn.....	40 00
Is. McCarthy, Painter, No. 300 Water street, Brooklyn.....	40 00
Louis Barnett, Painter, No. 50 Prince street, Brooklyn.....	40 00
William Early, Painter, No. 43 Chatham avenue, Brooklyn.....	40 00
James Dunn, Assistant Foreman, No. 401 1/2 Kosciuszko street, Brooklyn.....	50 00
B. F. Blake, Assistant Foreman, No. 123 East Eighty-sixth street, Manhattan.....	50 00
Amb. Jeffries, Carpenter, No. 44 Eldert street, Brooklyn.....	50 00
J. T. Wigley, Carpenter, Fort Hamilton avenue, Brooklyn.....	50 00
M. Slater, Carpenter, No. 335 Degraw street, Brooklyn.....	50 00
E. F. Phillips, Carpenter, No. 183 DuBois street, Brooklyn.....	50 00
Thomas Conway, Carpenter, Vernon avenue, Flatbush, Brooklyn.....	50 00
M. W. Dempsey, Carpenter, No. 168 Norwood avenue, Brooklyn.....	50 00
Thomas McCormick, Carpenter, No. 1605 Second avenue, Manhattan.....	50 00
Alex. McKinley, Carpenter, No. 213 Freeman street, Brooklyn.....	50 00
Mat. Foley, Carpenter, No. 70 Conelyea street, Brooklyn.....	50 00
W. D. Cook, Carpenter, No. 1106 Jefferson avenue, Brooklyn.....	50 00
William Downs, Carpenter, No. 1746 Dean street, Brooklyn.....	50 00
Robert Deal, Carpenter, No. 63 Hicks street, Brooklyn.....	50 00
Jos. Conway, Carpenter, No. 211 Pearl street, Brooklyn.....	50 00
William Chalmers, Carpenter, No. 47 Lewis place, Brooklyn.....	50 00
W. G. Coombs, Carpenter, No. 62 Henry street, Brooklyn.....	50 00
Mat. Quinn, Carpenter, No. 144 Nassau street, Brooklyn.....	50 00
William Dobbs, Carpenter, No. 1701 Bergen street, Brooklyn.....	50 00
J. J. Norton, Helper, New Brighton, Richmond.....	37 1/2
Ed. Favor, Helper, No. 212 High street, Brooklyn.....	30 00
Frederick Kenner, Helper, No. 23 Marion street, Brooklyn.....	32 1/2
Dennis Brown, Helper, No. 808 East Sixth street, Manhattan.....	32 1/2
W. H. Boyle, Rigger, No. 24 Hicks street, Brooklyn.....	50 00
Benjamin Radford, Rigger, No. 128 Tenth street, Brooklyn.....	50 00
William Riordan, Rigger, No. 51 Catharine street, Manhattan.....	40 00
Ed. Peterson, Rigger, No. 210 Elton street, Brooklyn.....	40 00
Charles Moore, Rigger, No. 54 Tillary street, Brooklyn.....	40 00
James Dooley, Rigger, No. 251 Chilton street, Manhattan.....	40 00
Albin Peterson, Rigger, No. 53 Third street, Brooklyn.....	40 00
Stephen Smallfield, Rigger, East Thirty-second street, Flatbush, Brooklyn.....	40 00
William Gannon, Rigger, No. 148 Nassau street, Brooklyn.....	40 00
A. J. Smith, Rigger, No. 53 Bridge street, Brooklyn.....	40 00
Alb. Munster, Rigger, No. 200 Hemlock street, Brooklyn.....	40 00
D. McCormack, Assistant Foreman, No. 1082 Pacific street, Brooklyn.....	68 1/2
William Larkin, Brick Mason, No. 210 Bridge street, Brooklyn.....	55 00
George Strype, Brick Mason, No. 56 East Fourth street, Windsor terrace, Brooklyn.....	55 00
James Levey, Brick Mason, No. 895 Pacific street, Brooklyn.....	55 00
William Levey, Brick Mason, No. 38 Twentieth street, Windsor terrace, Brooklyn.....	55 00
Charles Reeves, Assistant Foreman, No. 308 Sumner street, Brooklyn.....	50 00

\* Paid \$500 from Account of Bridge over East river between Manhattan and Brooklyn.  
† Paid \$200 from Account of Bridge over East river between Manhattan and Brooklyn.



## DEPARTMENT OF HEALTH.

WEEK ENDING SATURDAY, 12 M., JUNE 22, 1901.

Borough.	POPULATION U.S. CEN- SUS 1900.	ESTIMATED POPULATION MIDDLE OF YEAR 1901.	DEATHS.		DEATHS PER 1,000.	MAR- RIAGES.	STILL- BIRTHS.	DEATH-RATE.	
			1900.	1901.				1900.	1901.
Manhattan.....	1,850,000	1,873,300	470	525	954	611	66	27.30	10.24
The Bronx.....	800,507	802,124	67	87	11	14	3	17.20	10.41
Brooklyn.....	1,166,582	1,209,064	291	367	317	590	34	17.51	16.81
Queens.....	152,990	164,814	41	40	30	47	2	15.77	16.70
Richmond.....	67,004	68,933	30	17	16	17	2	24.86	19.87
City of New York..	3,437,082	3,537,547	713	713	713	713	713	17.49	16.17

\* Many large institutions raise the death-rate.

## Cases of Infections and Contagious Diseases Reported.

Disease.	Week Ending—											
	Mar. 23.	Mar. 30.	April 6.	April 13.	April 20.	April 27.	May 4.	May 11.	May 18.	May 25.	June 1.	June 8.
Diphtheria.....	278	286	479	431	448	287	183	234	319	230	285	240
Croup.....	300	268	206	281	299	299	288	314	290	240	241	244
Measles.....	169	313	227	343	280	330	319	215	368	307	324	270
Scarlet Fever.....	507	390	725	519	719	669	544	570	710	541	571	449
Smallpox.....	41	41	44	44	38	36	36	40	40	44	44	40
Typhoid Fever.....	82	30	24	20	20	20	22	22	42	47	45	30
Typhus Fever.....	..	..	..	..	..	..	..	..	..	..	..	..
Total.....	1,768	1,448	1,620	1,578	1,586	1,532	1,400	1,632	1,430	1,388	1,387	1,217

## Deaths by Principal Causes, According to Locality and Age.

Diseases.	Infectious Dis- eases (Ex- cluding Typhoid)	Typhoid	Typhus	Smallpox	Scarlet	Measles	Whooping Cough	Diphtheria	Diphtheria (Under 5 Years)	Pneumonia	Congenital Debility	Scurvy	Hemiplegia	Accidents	Under 1 Year	Under 5 Years	5-15 Years	15-25 Years	25-45 Years	45-65 Years	65 and over
Manhattan.....	47	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
The Bronx.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Brooklyn.....	40	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Queens.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Richmond.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total.....	79	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

## Deaths According to Cause, Age and Sex.

Cause.	Total Deaths.	Deaths in Cor- responding Week of 1900.	Males.	Females.	Under 1 Year.	1 Year and Under 5.	5 and Under 15.	Under 15 Years.	15-25.	25-45.	45-65.	65 and over.
Total, all causes.....	1,103	1,153	600	503	112	51	94	340	70	62	240	279
Diphtheria and Croup.....	40	33	19	21	5	10	15	30	11	1	..	..
Measles.....	9	44	9	7	2	8	3	7	1	1	..	..
Scarlet Fever.....	24	8	16	8	1	6	17	28	10	1	..	..
Smallpox.....	..	..	..	..	..	..	..	..	..	..	..	..
Typhoid Fever.....	4	9	3	1	..	..	..	..	..	..	..	..
Typhus Fever.....	..	..	..	..	..	..	..	..	..	..	..	..
Whooping Cough.....	8	8	1	3	..	..	..	..	..	..	..	..
Diarrhoeal Diseases.....	47	27	24	23	35	8	..	..	..	..	..	..
Other Diseases of Digestive System.....	67	184	37	30	..	..	..	..	..	..	..	..
Pneumonia.....	135	135	95	40	..	..	..	..	..	..	..	..
Other Tuberculous Diseases.....	31	33	14	9	..	..	..	..	..	..	..	..
Diseases of the Nervous System.....	36	89	40	37	..	..	..	..	..	..	..	..
Heart Diseases.....	83	72	44	41	..	..	..	..	..	..	..	..
Bronchitis.....	17	21	7	10	..	..	..	..	..	..	..	..
Pneumonia.....	81	140	49	39	..	..	..	..	..	..	..	..
Other Diseases of Respiratory Organs.....	47	21	27	20	..	..	..	..	..	..	..	..
Diseases of Urinary System.....	91	60	50	37	..	..	..	..	..	..	..	..
* Congenital Debility.....	71	80	44	35	..	..	..	..	..	..	..	..
Old Age.....	18	30	10	10	..	..	..	..	..	..	..	..
Suicides.....	13	13	11	4	..	..	..	..	..	..	..	..
Other violent deaths.....	58	64	30	17	..	..	..	..	..	..	..	..
All other causes.....	118	117	56	62	..	..	..	..	..	..	..	..

\* Including Premature Births, Preterm Births, Infanticide, Marasmus and all Congenital Diseases.

† For: Syphilis, 1; Cancer, 43; Rheumatism, 7; Diabetes, 6; Emphysema, 1; Alcoholism, 6; Erysipelas, 1; Influenza, 1; Diseases of Uterus, 1; Puerperal Fever, 2; Puerperal Convulsions, 1; Rabies, 1; Outlets, 2; Pelvic Abscess, 1; Anasarca, 1; Ovarian Diseases, 1; Dysentery, 2; Chronic Rheumatism, 1; Miscarriage, 1; Gonorrhea, 1; Anemia, 2; Puerperal Mania, 1; Septicemia, 1; Phlebitis, 1; Lead Poisoning, 1; Arteritis, 1; Arteriosclerosis, 1; Pyosalpinx, 2; Child-birth, 1; Amenorrhea, 1; Disease of Bones, 2; Cellulitis of Face, 1; Necrosis, 2; Senile Gangrene, 1; Endothelioma, 1.

## Deaths by Violence in Detail:

Fractures and Contusions, 24; Burns and Scalds, 3; Railroads, 5; Suffocation, 2; Drowning, 15; Wounds, 2; Homicide, 3.

James Creran, Day Watchman, No. 176 Fulton street, Brooklyn..... 26 1/2  
John Dunn, Day Watchman, No. 230 Pearl street, Brooklyn..... 26 1/2  
Peter Tyral, Day Watchman, No. 31 Fleet street, Brooklyn..... 26 1/2  
James Doyle, Day Watchman, No. 34 York street, Brooklyn..... 26 1/2  
Louis Roland, Day Watchman, No. 145 Prospect street, Brooklyn..... 26 1/2  
Amos L. Poole, Day Watchman, No. 186 Stockholm street, Brooklyn..... 26 1/2  
Frank Dully, Day Watchman, No. 235 Jay street, Brooklyn..... 26 1/2  
James Eunis, Day Watchman, No. 306 Van Brunt street, Brooklyn..... 26 1/2  
Alexander Dorman, Night Watchman, No. 108 Pineapple street, Brooklyn..... 30  
William Ward, Night Watchman, No. 403 Bergen street, Brooklyn..... 30  
John Reed, Night Watchman, No. 77 Nassau street, Brooklyn..... 30  
Abe Prager, Night Watchman, No. 70 Carlton avenue, Brooklyn..... 30  
Margaret McCann, Station Woman, No. 136 Fulton street, Brooklyn..... 20  
Almira McGonigle, Station Woman, No. 94 Myrtle avenue, Brooklyn..... 20  
Mary A. Kennore, Station Woman, No. 357 Central avenue, Brooklyn..... 20  
Mary McDonald, Station Woman, No. 240 York street, Brooklyn..... 20  
Eather Lawlor, Station Woman, No. 131 Ryerson street, Brooklyn..... 20  
Susan Cullen, Station Woman, No. 262 Water street, Brooklyn..... 20  
P. Burns, Driver, No. 103 Washington street, Brooklyn..... 30  
Andrew McKenna, Driver, No. 103 Washington street, Brooklyn..... 30  
Thomas McCann, Driver, No. 12 Elizabeth place, Brooklyn..... 30  
Thomas Brady, Driver, No. 79 Main street, Brooklyn..... 30  
James Fenlon, Driver, Fleet alley, Brooklyn..... 30  
William Grunberg, Driver, No. 50 Sumner street, Brooklyn..... 30  
M. Lavin, Driver, No. 212 Kosciuszko street, Brooklyn..... 30  
Jeremiah O'Connell, Driver, No. 38 Park avenue, Brooklyn..... 30  
James Williams, Stableman, No. 21 Water street, Brooklyn..... 30  
M. Brady, Stableman, No. 55 Prospect street, Brooklyn..... 30  
P. Harrington, Blacksmith, No. 151 Huntington street, Brooklyn..... 30 1/2  
George Downey, Blacksmith, No. 63 East Thirty-first street, Brooklyn..... 30  
James Campbell, Helper, No. 83 Carlton avenue, Brooklyn..... 31 1/2  
Thomas Gillen, Helper, No. 45 Tullamore street, Brooklyn..... 31 1/2  
William Downey, Helper, No. 270 Myrtle avenue, Brooklyn..... 31 1/2  
John McDonald, Helper, No. 148 Concord street, Brooklyn..... 31 1/2  
A. H. Lolland, Engineer, New York Station, No. 301 Fourteenth street, Brooklyn..... 43 1/2  
James Taylor, Engineer, New York Station, No. 151 Fifty-seventh street, Brooklyn..... 43 1/2  
Thomas Duffy, Engineer, New York Station, No. 210 Gold street, Brooklyn..... 43 1/2  
Thomas Hogan, Fireman, No. 171 Carlton avenue, Brooklyn..... 43 1/2  
John Murphy, Fireman, No. 341 Seventeenth street, Brooklyn..... 43 1/2  
John Rudlin, Fireman, No. 214 Jay street, Brooklyn..... 43 1/2  
William Devoy, Assistant Foreman, No. 257 Cornelia street, Brooklyn..... 43 1/2  
C. F. Davis, Machinist, No. 102 Flatbush avenue, Brooklyn..... 43 1/2  
Harrie Belmont, Machinist, No. 255 Nassau street, Brooklyn..... 43 1/2  
James Murray, Machinist, No. 256 Schenck avenue, Brooklyn..... 43 1/2  
James W. Henderson, Machinist, No. 132 Hull street, Brooklyn..... 43 1/2  
John McElroy, Machinist, No. 311 Pearl street, Brooklyn..... 43 1/2  
James Smith, Machinist, No. 252 Myrtle avenue, Brooklyn..... 43 1/2  
George W. White, Machinist, No. 72 De Salvo place, Brooklyn..... 43 1/2  
J. P. Rutan, Machinist, No. 475 Madison street, Brooklyn..... 43 1/2  
Joseph Tierney, Machinist, No. 164 High street, Brooklyn..... 43 1/2  
Thomas B. Kelly, Machinist, No. 120 Hoyt street, Brooklyn..... 43 1/2  
W. J. Dooley, Helper, No. 120 North Eleventh street, Brooklyn..... 43 1/2  
A. Cassidy, Helper, No. 228 Johnson street, Brooklyn..... 43 1/2  
James McLaughlin, Helper, No. 173 Pearl street, Brooklyn..... 43 1/2  
Bart Downs, Helper, No. 64 Carlton avenue, Brooklyn..... 43 1/2  
A. S. Wishart, Helper, No. 375 Oleanore avenue, Brooklyn..... 43 1/2  
P. Gertius, Fireman, No. 268 Front street, Brooklyn..... 43 1/2  
George Bartlett, Assistant Foreman, No. 242 Bay Ridge avenue, Brooklyn..... 43 1/2  
August Dannie, Helper, No. 103 Carlton avenue, Brooklyn..... 43 1/2  
J. H. Wilson, Dynamo Engineer, No. 304 Kosciuszko street, Brooklyn..... 43 1/2  
I. Cunningham, Dynamo Engineer, No. 229 Forty-first street, Brooklyn..... 43 1/2  
William Read, Dynamo Engineer, No. 216 Gold street, Brooklyn..... 43 1/2  
C. Anderson, Trimmer, No. 209 Sands street, Brooklyn..... 43 1/2  
G. A. Boettger, Trimmer, No. 738 DeKalb avenue, Brooklyn..... 43 1/2  
M. Supple, Inspector, Ovington avenue, Brooklyn..... 43 1/2  
M. Figue, Inspector, No. 248 Pearl street, Brooklyn..... 43 1/2  
William Cunningham, Inspector, No. 124 Bridge street, Brooklyn..... 43 1/2  
Joseph Supple, Inspector, No. 16 Clinton place, Brooklyn..... 43 1/2  
Oscar Kusterman, Inspector, No. 171 Carlton avenue, Brooklyn..... 43 1/2  
John Cogan, Inspector, No. 117 High street, Brooklyn..... 43 1/2  
James E. O'Brien, Inspector, No. 717 Gates avenue, Brooklyn..... 43 1/2  
Eugene McCarthy, Lineman, No. 371 Clinton street, Brooklyn..... 43 1/2  
Andrew J. O'Brien, Lineman, No. 439 Sixth street, Brooklyn..... 43 1/2  
Charles Reeves, Assistant Foreman, No. 308 Sumpter street, Brooklyn..... 43 1/2  
William Brady, Laborer, No. 876 Myrtle avenue, Brooklyn..... 30  
William Donnelly, Laborer, No. 684 Washington avenue, Brooklyn..... 20  
John Doyle, Laborer, No. 24 Raymond street, Brooklyn..... 20  
Henry McKay, Laborer, No. 115 Sanford street, Brooklyn..... 20  
James Marks, Laborer, No. 146 High street, Brooklyn..... 20  
Peter Doran, Laborer, No. 145 High street, Brooklyn..... 20  
Peter Mathews, Laborer, No. 359 Prospect place, Brooklyn..... 20  
William Taylor, Laborer, No. 67 Canal street, Brooklyn..... 20  
M. Sweeney, Laborer, No. 141 Pearl street, Brooklyn..... 20  
Ed. McMenomy, Laborer, No. 277 Front street, Brooklyn..... 20  
William Woods, Laborer, No. 8 Hicks street, Brooklyn..... 20  
M. J. Shaugnessy, Laborer, No. 320 Lexington avenue, Brooklyn..... 20  
James Morris, Laborer, No. 273 Bridge street, Brooklyn..... 20  
Ed. Nugent, Laborer, No. 131 Ryerson street, Brooklyn..... 20  
Henry Paulson, Laborer, No. 50 Rockwell place, Brooklyn..... 20  
Frank McLaughlin, Laborer, No. 126 High street, Brooklyn..... 20  
M. Hayden, Laborer, No. 95 Fulton street, Brooklyn..... 20  
H. Miner, Laborer, No. 307 Harison street, Brooklyn..... 20  
John Waters, Laborer, No. 37 Lawrence street, Brooklyn..... 20  
Martin McDonald, Laborer, No. 174 Tillary street, Brooklyn..... 20  
Phil Schneider, Laborer, Seventh avenue and Sixty-sixth street, Brooklyn..... 20  
Thomas Kain, Laborer, No. 87 Tillary street, Brooklyn..... 20  
Thomas Barry, Laborer, No. 130 Bridge street, Brooklyn..... 20  
James Cruise, Laborer, No. 201 Walworth street, Brooklyn..... 20  
George O'Donnell, Laborer, No. 54 Jay street, Brooklyn..... 20  
John Fraser, Laborer, No. 491 DeKalb avenue, Brooklyn..... 20  
Thomas Dixon, Laborer, No. 239 Gold street, Brooklyn..... 20  
Eugene Warkew, Laborer, No. 130 Linden street, Brooklyn..... 20  
James Keegan, Laborer, No. 110 Butler street, Brooklyn..... 20  
Frank McDermott, Laborer, No. 16 Fleet street, Brooklyn..... 20  
John O'Toole, Laborer, No. 36 State street, Brooklyn..... 20  
P. Malone, Laborer, No. 102 Concord street, Brooklyn..... 20  
Thomas McCann, Laborer, Flatbush avenue and Lincoln road, Brooklyn..... 20  
Peter Ratio, Laborer, No. 101 Park street, Manhattan..... 20  
William Ward, Laborer, No. 87 St. Edward street, Brooklyn..... 20  
M. McLaughlin, Laborer, No. 101 Jay street, Brooklyn..... 20  
Felix Bradley, Laborer, No. 810 Grand street, Brooklyn..... 20  
John McDonald, Laborer, No. 234 Bridge street, Brooklyn..... 20  
Matthew Riley, Laborer, No. 819 Gates avenue, Brooklyn..... 20  
John McGowan, Laborer, No. 44 Columbia place, Brooklyn..... 20  
William Rindan, Laborer, No. 254 Wyckoff street, Brooklyn..... 20  
George W. Barr, Laborer, No. 173 Wyckoff street, Brooklyn..... 20  
William Fegarty, Laborer, No. 52 Rockwell place, Brooklyn..... 20  
J. J. Mallon, Laborer, No. 607 East Twenty-ninth street, Brooklyn..... 20  
M. Madigan, Laborer, No. 264 Bergen street, Brooklyn..... 20  
John Fitzpatrick, Laborer, No. 16 St. Edwards street, Brooklyn..... 20  
M. Flynn, Laborer, No. 250 Gold street, Brooklyn..... 20  
John Manning, Laborer, No. 290 Flatbush avenue, Brooklyn..... 20  
James Donnelly, Laborer, No. 117 Carlton avenue, Brooklyn..... 20  
William Keenan, Laborer, No. 120 Raymond street, Brooklyn..... 20  
Thomas Graney, Laborer, No. 205 Gold street, Brooklyn..... 20  
John McManney, Laborer, No. 37 Hudson avenue, Brooklyn..... 20  
Andrew Tierney, Laborer, No. 88 St. Edwards street, Brooklyn..... 20  
Thomas Prindival, Laborer, No. 268 Front street, Brooklyn..... 20  
James Doherty, Laborer, No. 87 Hudson avenue, Brooklyn..... 20  
P. Gribbin, Laborer, No. 181 Nassau street, Brooklyn..... 20  
P. Duffy, Laborer, No. 25 Chapel street, Brooklyn..... 20



Deaths According to Cause, Annual Rate per 1,000 and Age, with Meteorology and Number of Deaths in Public Institutions for 13 Weeks.

	Week Ending—												
	Mar. 29	Apr. 5	April 12	April 19	April 26	May 3	May 10	May 17	May 24	June 1	June 8	June 15	June 22
Total deaths	1,409	1,585	1,414	1,368	1,437	1,845	1,727	1,461	1,608	1,167	1,200	1,168	1,109
Annual death rate	20.79	22.45	20.85	20.18	21.20	28.17	26.47	21.66	23.82	17.22	17.54	17.19	16.47
Diphtheria and Croup	47	48	47	45	58	45	52	39	40	50	48	39	34
Measles	1	2	3	2	1	3	1	1	1	1	1	1	1
Scarlet Fever	8	0	10	10	9	9	8	9	10	11	11	9	6
Smallpox	10	8	11	10	8	10	10	11	11	11	10	11	10
Typhoid Fever	11	11	11	11	11	11	11	11	11	11	11	11	11
Typhus	11	11	11	11	11	11	11	11	11	11	11	11	11
Whooping Cough	9	3	46	1	5	5	5	5	7	3	5	3	0
Diarrhoeal Diseases	24	40	31	31	42	40	40	41	41	40	40	41	41
Diarrhoeal Diseases under 5 Years	27	38	25	27	39	38	37	37	38	38	37	38	40
Phthisis	191	145	193	185	194	149	135	115	101	143	159	144	131
Bronchitis	48	41	43	44	46	44	37	34	35	33	30	37	32
Pneumonia	190	181	184	186	183	147	130	127	109	97	110	94	81
Other Diseases of Respiratory Organs	100	103	105	91	95	78	77	70	61	75	91	53	47
Yeast Infection	48	51	49	50	57	49	49	72	75	69	70	64	74
Under one year	242	230	238	236	244	240	239	239	235	200	212	214	211
Under five years	244	239	234	236	240	235	233	233	233	202	212	214	211
Five to twenty-five	770	791	733	749	737	649	644	660	668	636	670	672	693
Twenty-five years and over	397	554	443	383	453	170	180	167	165	161	158	164	140
In Public and Private Institutions	312	308	352	338	353	300	309	304	324	323	334	328	320
Import from	168	171	160	177	183	190	190	195	182	159	159	157	157
Mean barometer	29.99	29.84	29.76	29.72	29.82	29.77	29.79	29.80	29.90	30.20	30.20	30.18	30.19
Mean humidity	81	79	81	81	80	77	76	76	76	75	75	75	75
Temperature (mean)	62.5	62.5	62.5	62.5	62.5	62.5	62.5	62.5	62.5	62.5	62.5	62.5	62.5
Maximum temperature	70.4	70.4	70.4	70.4	70.4	70.4	70.4	70.4	70.4	70.4	70.4	70.4	70.4
Minimum temperature	54.9	54.9	54.9	54.9	54.9	54.9	54.9	54.9	54.9	54.9	54.9	54.9	54.9
Mean temperature	62.5	62.5	62.5	62.5	62.5	62.5	62.5	62.5	62.5	62.5	62.5	62.5	62.5

## Infectious and Contagious Diseases in Hospital.

	WILLIAM PARRON HOSPITAL.			RIVERIDE HOSPITAL.					KINGSTON AVENUE HOSPITAL.				
	Scarlet Fever.	Diphtheria.	Total.	Diphtheria.	Measles.	Scarlet Fever.	Small-pox.	Total.	Diphtheria.	Measles.	Scarlet Fever.	Small-pox.	Total.
Remaining June 13.....	17	31	48	11	11	11	283	283	2	47	134	11	134
Admitted .....	9	13	22	11	11	11	58	88	2	17	59	11	49
Discharged .....	6	10	16	11	11	11	77	77	1	6	36	11	49
Disb.....	11	4	4	11	11	11	17	17	11	2	7	11	5
Remaining June 24.....	20	20	46	11	11	11	247	247	3	50	172	11	233
Total treated.....	26	40	70	11	11	11	341	341	4	64	213	11	281

## Cases of Infectious and Contagious Diseases Reported and Deaths from the Same, by Wards.

Wards.	SICKNESS.					DEATHS REPORTED.					All Causes.
	Diphtheria and Croup.	Measles.	Scarlet Fever.	Smallpox.	Typhoid Fever.	Diphtheria and Croup.	Measles.	Scarlet Fever.	Smallpox.	Typhoid Fever.	
First	2	1	1	1	1	1	1	1	1	1	7
Second	1	1	1	1	1	1	1	1	1	1	6
Third	1	1	1	1	1	1	1	1	1	1	6
Fourth	1	1	1	1	1	1	1	1	1	1	6
Fifth	1	1	1	1	1	1	1	1	1	1	6
Sixth	1	1	1	1	1	1	1	1	1	1	6
Seventh	1	1	1	1	1	1	1	1	1	1	6
Eighth	1	1	1	1	1	1	1	1	1	1	6
Ninth	1	1	1	1	1	1	1	1	1	1	6
Tenth	1	1	1	1	1	1	1	1	1	1	6
Eleventh	1	1	1	1	1	1	1	1	1	1	6
Twelfth	1	1	1	1	1	1	1	1	1	1	6
Thirteenth	1	1	1	1	1	1	1	1	1	1	6
Fourteenth	1	1	1	1	1	1	1	1	1	1	6

Cases of Infectious and Contagious Diseases Reported and Deaths from the Same, by Wards.

Wards.	SICKNESS.					DEATHS REPORTED.					All Causes.
	Diphtheria and Croup.	Measles.	Scarlet Fever.	Smallpox.	Typhoid Fever.	Diphtheria and Croup.	Measles.	Scarlet Fever.	Smallpox.	Typhoid Fever.	
Fifteenth	1	1	1	1	1	1	1	1	1	1	6
Sixteenth	1	1	1	1	1	1	1	1	1	1	6
Seventeenth	1	1	1	1	1	1	1	1	1	1	6
Eighteenth	1	1	1	1	1	1	1	1	1	1	6
Nineteenth	1	1	1	1	1	1	1	1	1	1	6
Twentieth	1	1	1	1	1	1	1	1	1	1	6
Twenty-first	1	1	1	1	1	1	1	1	1	1	6
Twenty-second	1	1	1	1	1	1	1	1	1	1	6
Twenty-third	1	1	1	1	1	1	1	1	1	1	6
Twenty-fourth	1	1	1	1	1	1	1	1	1	1	6
Total	11	11	11	11	11	11	11	11	11	11	66
First	1	1	1	1	1	1	1	1	1	1	6
Second	1	1	1	1	1	1	1	1	1	1	6
Third	1	1	1	1	1	1	1	1	1	1	6
Fourth	1	1	1	1	1	1	1	1	1	1	6
Fifth	1	1	1	1	1	1	1	1	1	1	6
Sixth	1	1	1	1	1	1	1	1	1	1	6
Seventh	1	1	1	1	1	1	1	1	1	1	6
Eighteenth	1	1	1	1	1	1	1	1	1	1	6
Nineteenth	1	1	1	1	1	1	1	1	1	1	6
Twentieth	1	1	1	1	1	1	1	1	1	1	6
Twenty-first	1	1	1	1	1	1	1	1	1	1	6
Twenty-second	1	1	1	1	1	1	1	1	1	1	6
Twenty-third	1	1	1	1	1	1	1	1	1	1	6
Twenty-fourth	1	1	1	1	1	1	1	1	1	1	6
Twenty-fifth	1	1	1	1	1	1	1	1	1	1	6
Twenty-sixth	1	1	1	1	1	1	1	1	1	1	6
Twenty-seventh	1	1	1	1	1	1	1	1	1	1	6
Twenty-eighth	1	1	1	1	1	1	1	1	1	1	6
Twenty-ninth	1	1	1	1	1	1	1	1	1	1	6
Thirtieth	1	1	1	1	1	1	1	1	1	1	6
Thirty-first	1	1	1	1	1	1	1	1	1	1	6
Thirty-second	1	1	1	1	1	1	1	1	1	1	6
Total	11	11	11	11	11	11	11	11	11	11	66
First	1	1	1	1	1	1	1	1	1	1	6
Second	1	1	1	1	1	1	1	1	1	1	6
Third	1	1	1	1	1	1	1	1	1	1	6
Fourth	1	1	1	1	1	1	1	1	1	1	6
Fifth	1	1	1	1	1	1	1	1	1	1	6
Total	11	11	11	11	11	11	11	11	11	11	66

## General Work of the Department.

Total inspections of premises	32,504
orders issued for abatement of nuisances	1,039
inspections of milk and other foods	24,317
pounds of food condemned and destroyed	204,954
chemical analyses made	48
bacteriological examinations made for diphtheria	506
bacteriological examinations made for tuberculosis	109
vaccinations performed	8,071
children's employment certificates granted	531
children's employment certificates refused	53
medical inspections of schools	2,055



## BOARD OF ESTIMATE AND APPORTIONMENT.

Tetraphenyltin dihydrazide, 36.7% Yield.

## BOARD OF ESTIMATE AND APPORTIONMENT.

Noyes F. Palmer.....	.....	\$104 50
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## BOROUGH OF QUEENS.

Survey, etc., of school site on Cypress avenue, Bleeker and Ralph streets—  
Frank W. Conklin.....

\$60 00

Total.....

\$164 50

Which was adopted by the following vote:

Affirmative—The Mayor, Deputy Comptroller, Corporation Counsel, President of the Council and President of the Department of Taxes and Assessments—5.

The Deputy Comptroller presented the following:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
June 19, 1901.

To the Board of Estimate and Apportionment:

GENTLEMEN—I am in receipt of a communication from the Corporation Counsel dated June 5, 1901, advising me that the report of the Commissioners of Estimate in the proceeding taken pursuant to the provisions of chapter 320 of the Laws of 1887 to acquire title to lands, etc., in the Twenty-second Ward (in the Borough of Manhattan), bounded by Eleventh and Twelfth avenues, West Fifty-second, West Fifty-third and West Fifty-fourth streets for a public park was confirmed by an order of the Supreme Court dated May 13, 1901, and filed May 15, 1901.

The title to the property acquired in said proceeding vested in the City May 13, 1901 (the date of the confirmation of the Commissioner's report.)

The total awards made in said proceeding amount to the sum of \$1,272,385 00

Interest thereon from May 13, 1901, to September 13, 1901..... 25,447 70

\$1,297,832 70

Costs and expenses reported by the Commissioners..... 17,351 28

Additional costs, viz.:

New York Times, advertising..... \$940 80

Lamont McLoughlin, services..... 500 00

Fees of Experts (estimated)..... 20,000 00

21,440 80

\$1,336,024 78

Less amount paid from balances of former bond issues authorized by chapter 320 of the Laws of 1887..... 11,130 38

\$1,325,494 40

Less amount paid from proceeds of bonds authorized to be incurred on account of present proceeding..... 7,161 70

\$1,318,332 70

Balance to be provided for by issue of Corporate Stock.....

Under the provisions of section 48 of chapter 320 of the Laws of 1887, bonds may be issued for the payment of the expenses incurred in connection with the above proceeding, but said section limits the amount to be expended or authorized to be expended in any one year, under its provisions, to the sum of..... \$1,000,000 00

The amount of bonds thus far authorized during the present year under said statute amount to..... 6,220 90

Leaving a balance to be issued under this authority of..... \$993,779 10

Which results in a deficiency as follows:

Amount to be provided for as above..... \$1,318,332 70

Amount available under chapter 320 of the Laws of 1887..... 993,779 10

Deficiency..... \$324,553 60

This deficiency may be met by the issue of Corporate Stock under the provisions of section 48 of the Charter.

The following resolution is respectfully submitted.

Yours very truly,

EDGAR J. LEVEY, Deputy Comptroller.

And offered the following:

Resolved, That, for the purpose of providing means for the payment of the awards and expenses in the proceeding instituted under the authority of chapter 320 of the Laws of 1887 to acquire title to lands, etc., in the Twenty-second Ward, in the Borough of Manhattan, bounded by Eleventh and Twelfth avenues, West Fifty-second, West Fifty-third and West Fifty-fourth streets, for a public park, the Board of Estimate and Apportionment hereby approves of and authorizes, subject to the concurrence herewith by the Municipal Assembly, the issue by the Comptroller of Corporate Stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to the amount of one million three hundred and eighteen thousand three hundred and thirty-two dollars and seventy cents, as follows:

Pursuant to the provisions of section 48 of chapter 320 of the Laws of 1887 the sum of. \$993,779 10

Pursuant to the provisions of section 48 of the Greater New York Charter the sum of. 324,553 60

—the proceeds whereof to be applied to the payment of the awards and expenses in said proceeding.

Which was adopted by the following vote:

Affirmative—The Mayor, Deputy Comptroller, Corporation Counsel, President of the Council and President of the Department of Taxes and Assessments—5.

The Deputy Comptroller offered the following:

Resolved, That the Board of Estimate and Apportionment hereby approves of the payment of the bill of Lamont McLoughlin for services rendered in computing and calculating the assessments on lands in the area shown on the benefit map in the proceedings to acquire lands in the Twenty-second Ward of The City of New York, bounded by Eleventh and Twelfth avenues, West Fifty-second, West Fifty-third and West Fifty-fourth streets, for a public park, amounting to five hundred dollars (\$500), as taxed by the Honorable Charles F. MacLean, Justice of the Supreme Court, First Judicial District, on June 6, 1901, from the unexpended balance resulting from the proceeds of bonds sold pursuant to the provisions of chapter 320 of the Laws of 1887, as specified in the opinion of the Corporation Counsel dated June 22, 1900.

Which was adopted by the following vote:

Affirmative—The Mayor, Deputy Comptroller, Corporation Counsel, President of the Council and President of the Department of Taxes and Assessments—5.

The Deputy Comptroller offered the following:

Whereas, chapter 551 of the Laws of 1901 directs that the Comptroller of The City of New York shall on or before the 1st day of July, 1901, pay to the treasurer of Port Richmond Engine Company No. 3, in the Borough of Richmond, the sum of one thousand one hundred and thirty-eight dollars and two cents (\$1,138.02), for the purpose of reimbursing said engine company for the several sums expended by it in the year 1898, for supplies and other expenses incurred in maintaining said company in the discharge of its duties in extinguishing fires; and

Whereas, The said Port Richmond Engine Company No. 3, through its president, has demanded payment of said sum of eleven hundred and thirty-eight dollars and two cents (\$1,138.02), and has submitted receipted vouchers for said disbursements, amounting in the aggregate to one thousand one hundred and forty-six dollars and thirty-seven cents (\$1,146.37); and

Whereas, It appears by the sworn statement of Horace E. Buel, the president of said company, that the expenditures in said year 1898 amounted to one thousand one hundred and forty-four dollars and ninety-one cents (\$1,144.91), and that the whole amount was actually and in good faith expended by said company for the purposes stated in said affidavit.

Resolved, That for the purpose of providing means for the payment of the sum of one thousand one hundred and thirty-eight dollars and two cents (\$1,138.02), required to be paid under the provisions of chapter 551 of the Laws of 1901 to the treasurer of Port Richmond Engine Company No. 3, in the Borough of Richmond, upon the receipt from said company of a release to The City of New York of all claims of said company against said City for the year one thousand eight hundred and ninety-eight, the Comptroller be and is hereby authorized to issue Revenue Bonds of The City of New York, in the manner provided by subdivision 7, section 188 of the Greater New York Charter, to the amount of one thousand one hundred and thirty-eight dollars and two cents (\$1,138.02) bearing interest at a rate not exceeding three per cent. per annum and redeemable from the tax levy for the year nineteen hundred and two.

Which was adopted by the following vote:

Affirmative—The Mayor, Deputy Comptroller, Corporation Counsel, President of the Council and President of the Department of Taxes and Assessments—5.

The Deputy Comptroller presented the following:

DEPARTMENT OF STREET CLEANING,  
NEW YORK, June 10, 1901.

Hon. ROBERT A. VAN WYCK, Mayor, Chairman, Board of Estimate and Apportionment:

Sir—I transmit to you herewith, for approval by your Board of the terms and conditions thereof, five (5) blank forms of proposed contracts for the work of this Department in the several Wards of the Borough of Queens, these forms having been approved by the Corporation Counsel.

As will be perceived by the forms, the work is intended to be begun on the 1st of July next, and it is therefore desirable that your Board act upon it so as to allow for ten (10) days' advertising, for the approval of the awards by your Board and of the sureties by the Comptroller, etc., before that date.

Respectfully,

F. M. GIBSON, Deputy Commissioner, Borough of Manhattan,  
designated with full powers of the Commissioner.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
June 13, 1901.

Hon. RICHARD S. COLER, Comptroller:

Sir—Mr. F. M. Gibson, Deputy and Acting Commissioner of the Department of Street Cleaning, in communication to the Board of Estimate and Apportionment June 10, 1901, says:

"I transmit to you herewith, for approval of your Board, of the terms and conditions thereof, five (5) blank forms of proposed contracts for the work of this Department in the several wards of the Borough of Queens, these forms having been approved by the Corporation Counsel."

"As will be perceived by the forms, the work is intended to be begun on the first of July next, and it is, therefore, desirable that your Board act upon it so as to allow for ten (10) days' advertising, for the approval of the awards by your Board, and of the sureties by the Comptroller, etc., before that date."

The contracts are "for street sweepings and cleaning, and the collection of ashes, garbage, in the several wards of the Borough of Queens," and the time-term thereof is from the "date of the Comptroller's certificate, pursuant to section 149 of the Greater New York Charter," to the 31st day of December, 1901, from which last date this class of work will be performed under the new Charter by other means.

The advertisement calling for proposals gives the estimated mileage of paved streets in the five wards of the Borough, as well as the estimated number of loads of the different items of ashes, sweepings, rubbish and garbage, with a total of each month to be collected and disposed of.

This information enables bidders to form correct ideas of the work to be done.

The surety required is:

For the First Ward.....	\$4,583 183
For the Second Ward.....	1,583 183
For the Third Ward.....	2,583 183
For the Fourth Ward.....	2,583 183
For the Fifth Ward.....	3,500 00

The contract and specifications are in great detail, giving minutely the manner of doing the work for each ward, naming the days on which it shall be done; the contractor to notify occupants of houses of the time for collection of materials; contractor's employees while at work to wear a suitable badge and number; the term "ashes" to mean "clinders, coal and everything usually remaining after fire," and not more than 10 per cent. of other material; the term "garbage" to mean "the animal and vegetable refuse of private residences and hotels, and not more than 10 per cent. of other material," the term "household refuse" to mean "the ordinary waste of private residences, other than ashes and garbage, and not more than 10 per cent. of other material"; "street sweepings" may be collected with the ashes; garbage and household refuse to be collected separately; the street sweepings and ashes collected to be deposited by the contractor at such places as he may choose, subject to Commissioner; the garbage and household refuse to be delivered at the different furnaces, as specially described.

The price in each bid is to be at a monthly rate for the entire period of the contract, excepting in bids for the Fifth Ward; "each bid for the Fifth Ward is to be at a price of so much per month for each of the months, beginning with July, and the contract for the Fifth Ward, if awarded, will be awarded to the one whose bid is lowest for the entire period."

In my opinion the terms and conditions of these contracts may properly receive the approval of the Board of Estimate and Apportionment, in conformity with section 239 of the Charter.

Respectfully,

EUG. E. McLEAN, Engineer.

And offered the following:

Resolved, That the Board of Estimate and Apportionment hereby approves of the terms and conditions of the contracts and specifications of the Department of Street Cleaning, for street sweeping and cleaning and the collection of ashes, garbage and other refuse and rubbish in the several wards of the Borough of Queens, as submitted under date June 10, 1901.

Which was adopted by the following vote:

Affirmative—The Mayor, Deputy Comptroller, Corporation Counsel, President of the Council and President of the Department of Taxes and Assessments—5.

The Deputy Comptroller presented the following:

OFFICE OF CHARLES P. & WILLIAM W. BUCKLEY,  
COUNSELLORS-AT-LAW, NO. 141 BROADWAY,  
NEW YORK, JUNE 6, 1901.

Board of Estimate and Apportionment:

GENTLEMEN—Our client, Mrs. E. E. Voegel, as trustee, etc., of Hervey G. Lau, deceased, was the owner of premises Nos. 203, 205 and 207 Broadway, Brooklyn, which are all to be taken for the New East River Bridge. During 1900 we arranged to sell this property to the Bridge Commissioners, but the matter was not passed by your Board. Subsequently condemnation proceedings were commenced affecting only No. 203 Broadway, and the title to that house vested in the City on March 10, 1901. That building has been torn down, and in taking it down such damage was done to the adjoining building, No. 205, that the Building Department have compelled us to rebuild entirely the rear wall and a portion of the westerly wall. The fences in rear and side have also been destroyed. We have written to the Comptroller and the Bridge Commissioners, requesting that this property Nos. 205 and 207 Broadway, be taken at once, either at private sale or by condemnation, and have received reply that nothing can be done without the sanction of your Board. The situation for our client is extremely serious. She cannot rent or sell the property and cannot afford to make constant repairs. As this property must be taken for bridge purposes may we request you to have condemnation proceedings commenced at once, if you do not care to purchase at private sale.

Yours, etc.,

CHAS. P. & WM. W. BUCKLEY, Attorneys, Evelyn E. Voegel, Trustee.

And offered the following:

Resolved, That the Secretary of this Board be directed to notify the attorneys for Evelyn E. Voegel that no proceedings for the acquirement of the land lying within the plaza at the extremities of the approaches to the New East River Bridge will be authorized by this Board until the property is actually required by the City.

Which was adopted by the following vote:

Affirmative—The Mayor, Deputy Comptroller, Corporation Counsel, President of the Council and President of the Department of Taxes and Assessments—5.

The Deputy Comptroller offered the following:

Resolved, That the Board of Estimate and Apportionment hereby audits and allows, as a County charge against the County of Kings, the claim of John M. Bulwinkle for supplies furnished to the County Court of Kings County during the months of January and June, 1898, at two dollars and fifty-five cents (\$2.55), and that the Comptroller be authorized to pay the same out of the Revenue Bond Fund for Claims.

Which was adopted by the following vote:

Affirmative—The Mayor, Deputy Comptroller, Corporation Counsel, President of the Council and President of the Department of Taxes and Assessments—5.

The Deputy Comptroller presented the following:

DEPARTMENT OF PARKS—THE CITY OF NEW YORK,  
THE ARSENAL, CENTRAL PARK,  
JUNE 13, 1901.

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

GENTLEMEN—Pursuant to the provisions of section 2, chapter 566 of the Laws of 1897, as amended by chapter 635 of the Laws of 1900, I transmit herewith the bids received and opened by the Park Board, after advertisement according to law, on Thursday, June 13, 1901, for the work embraced in Contract No. 3, New York Public Library, Astor, Lenox and Tilden Foundations, for the action of the Board of Estimate and Apportionment. Also a protest received from the Journeymen Stonecutters' Association in regard to the contract for said work.

Very respectfully yours,

WILLIS HOLLY, Secretary, Park Board.



Bids for Contract No. 3, New York Public Library, June 13, 1901.

	EXTENSION.	DIVISION.		TOTALS.	Relative Standing of Bids.
		Central.	42d Street.		
Marble Quarries—					
Valley Quarry, Vermont.....	\$4,092,000.00	\$1,125,000.00	\$1,117,000.00	\$2,855,700.00	4
Southwestern Marble Company, Georgia.....	4,000,000.00	1,115,000.00	1,115,000.00	2,995,700.00	7
Marble Dealers—					
South Dover.....	3,714,000.00	1,115,000.00	927,000.00	2,598,000.00	5
Marble Manufacturers—					
West Rutland.....	2,451,118.00	1,075,000.00	101,900.00	2,027,918.00	9
Marble Hill, Vermont.....	2,076,000.00	1,115,000.00	114,000.00	2,004,000.00	11
South Dover.....	2,051,118.00	1,115,000.00	87,900.00	1,988,000.00	1
P. J. Carlin—					
South Dover.....	2,613,118.00	1,115,000.00	100,900.00	2,428,118.00	10
West Rutland.....	2,174,118.00	1,115,000.00	78,900.00	2,284,018.00	6
Dorset Valley.....	2,113,118.00	1,115,000.00	104,000.00	2,123,118.00	3
Compass, Stone & Crumrine—					
South Dover.....	2,276,118.00	1,115,000.00	115,100.00	2,406,218.00	14
Colonial Van Wert.....	2,197,118.00	1,115,000.00	116,100.00	2,428,218.00	15
Creswell's R. Dorset.....	2,197,889.00	1,115,000.00	115,100.00	2,408,989.00	8
Dorset Valley.....	2,625,118.00	1,115,000.00	117,100.00	2,657,218.00	12

Note.—Amounts marked by star (\*) bids of P. J. Carlin, for marble from different quarries, can, according to the terms of the advertisement, be taken together, making a total of \$2,850,951 for the entire work.

JOURNEYMEN STONE CUTTERS' ASSOCIATION OF NEW YORK CITY AND VICINITY,  
BRYANT HALL, No. 156 EAST FIFTY-FOURTH STREET,  
NEW YORK, June 12, 1901.

To the Honorable Mr. CLAUDE, President, Park Board Commissioners of The City of New York:

DEAR SIR:—I have been instructed by the above-named association to forward to you its protest against the awarding of contract for new public library to any contractor or contractors who do not fulfill union rates, etc.

We also enter protest against the use of Carrara marble in any portion of construction of said new library building, as the said marble is owned and controlled by a Mr. Proctor, of Vermont Marble Company, of Proctor, Vt., where conditions prevail that are not recognized by any union trade or calling in the United States, such as rates of wages, viz., \$1.50 per day for stone cutters, the truck-store system, and other conditions, that no self-respecting trade unionist in this great United States would tolerate.

Trusting that you will receive this and give same due consideration.

Very respectfully submitted,  
JOHN MCKEON, Secretary.

At "NEW YORK PUBLIC LIBRARY,"  
CARRERE & HASTINGS, ARCHITECTS,  
No. 28 EAST FORTY-FIRST STREET,  
NEW YORK, June 19, 1901.

The Board of Estimate and Apportionment, City of New York:

GENTLEMEN:—Bids on New York Public Library, Contract No. 3, were received and opened at the Park Department on June 13. A tabulation of these bids with the totals of the various items is attached hereto. The specification for this contract was so drawn as to permit the submission of bids on any white marble, the expectation being that such an opportunity would result in a submission of bids on all of the available white marbles in the country, and that more favorable proposals would be obtained by making the competition general so as to include all available quarries. This expectation was realized, as an examination of the bids will show.

We have examined all of the marble fields represented in the bidding, and have also inspected buildings built of the different stones, and while we found that there were several available marbles, we discovered a very considerable difference in important characteristics.

There are practically three groups of marbles to be considered, and these are the Vermont and Massachusetts stones, the stone from the New York State quarries and the Georgia stone.

The Georgia stone is a nearly pure carbonate of lime marble, of heavy crystalline structure, with uniform, but very noticeable, dark markings. It is a thoroughly sound and durable stone but must be carefully selected on account of the color.

The Dorset, Vt. stone is a fine grain, nearly pure carbonate of lime, marble of small crystallization and of a very agreeable cream white tone. It can be quarried in the most favorable locations, in fairly large blocks quite free from markings, but must be quarried and sawed with considerable care to avoid the seams which occur at frequent intervals. It is easily possible to obtain the material perfectly sound and of good quality.

The South Dover stone is a carbonate of lime and magnesia stone, very sound and very uniform in color. The markings are less heavy than in the case of the Georgia stone and uniformly distributed. This stone can be obtained in large blocks quite free from defects. This stone is as white as the whitest Vermont stone, but it turns slightly gray in weathering. Twenty-five years hence its appearance would not be quite equal to that of the Dorset stone, but in the first ten years it would be fully as white and thereafter would change very slowly.

The Georgia stone, which is easily quarried and lies in favorable situations, is to some extent handicapped by the high freight rates due to the great hauling distances.

The Vermont and New York stones are on more equal footing in this particular, with the conditions, if any, in favor of the New York material. The bids as received show these conditions exactly as the lowest bid received is for the stone from the quarries at South Dover, Dutchess County, New York State. The next higher bid is for the stone from Dorset, Vt. The bid next above this is also for stone from Dorset. The three low bids are as follows:

Eugene Lentillon, South Dover.....	\$2,788,000.00
P. J. Carlin, Dorset Valley, Vt., stone, with West Rutland, Vt., stone for portions of the interior.....	2,820,951.00
Norcross Brothers, Dorset stone.....	2,865,706.00

The total appropriation made by your Board for this work is \$2,850,000, and of this amount it is estimated that \$130,000 will be required for contingent expenses, including the architects' commissions, expense of the engineering staff, printing and advertisements, and the salaries of the consulting engineers. After deducting this amount from the total appropriation, the balance available for the purposes of Contract No. 3 is about equivalent to the lowest bid for the same. The small deficiency will probably be supplied by the balance which will be left over from the first appropriation of \$500,000, under which Contracts Nos. 1 and 2 are now being executed.

Under these conditions we hardly feel justified in urging an increase in the appropriation to provide for the use of the Dorset stone, although we prefer this material. We have regarded the Dorset stone as the best white building marble obtainable, but we have no objections to urge against the South Dover stone, which is of good color and which has been used with satisfactory results in many buildings in New York. It is decidedly superior to the Tuckahoe stones which were formerly used so extensively in this city.

The lowest bid for the Dorset stone, which was submitted by P. J. Carlin of Brooklyn, is based on undeveloped property, and as no pit has been opened on this property, we feel that it would be unsafe to consider the bid. This practically eliminates the Carlin proposal from the consideration, and Norcross Brothers' bid is next in order. It is somewhat in excess of the appropriation.

In view of the relation of the bids to the amount of the appropriation we do not feel that it is proper for us to make a positive recommendation beyond the statement that we regard the Dorset stone as represented by the bid of Norcross Brothers as preferable to the South Dover stone, but we are willing to accept either stone as your Board may decide.

The five bidders represented in the bidding are all acceptable as contractors for this work, and the disposition of the matter depends therefore entirely on the question of material and price.

It is very desirable that the contract should be awarded as early as possible in order that sufficient marble may be quarried this season to enable the contractor to start the work this fall; otherwise the beginning of the actual work and the laying of the corner-stone will probably be delayed until next spring owing to the closing of the quarries during the winter months.

As it is absolutely necessary that all of this marble-work shall be executed by the same con-

tractor; the specifications, forms of bids and forms of contract which we prepared have so provided.

Yours respectfully,  
CARRERE & HASTINGS.

LAW DEPARTMENT,  
OFFICE OF THE CORPORATION COUNSEL,  
NEW YORK, June 20, 1901.

Hon. Wm. S. COLE, Comptroller:

SIR:—I am in receipt of a communication of Hon. Edgar J. Levey, Deputy Comptroller, bearing date 19th June, transmitting a copy of a form of contract and specifications for constructing the New York Public Library, being Contract No. 3, for which bids were received by the Park Department on June 13, 1901.

Under the law governing the construction of this building, the Board of Estimate and Apportionment is empowered, in its discretion, to accept such bid as may seem to it most advantageous to the interests of the city.

Mr. Levey also transmits a memorandum showing a tabulation of the bids as received for the three items composing the whole contract, and asks me to advise you whether, according to the advertisement, the form of bid and contract, the Board of Estimate and Apportionment could accept the bid of one bidder for one item, the bid of another bidder for a second item and the bid of a third bidder for a third item, or whether the award must be made to one bidder for all three items. Item No. 1 is for the exterior; Item No. 2, for the Fifth Avenue or central interior work and Item No. 3 for the Forty-second street interior work.

The advertisement is entitled "Proposals for bids or estimates of Contract No. 3 for the New York Public Library, Astor, Lenox and Tilden foundations, at Fifth Avenue, Fortieth and Forty-second streets, in the Borough of Manhattan, City of New York, for the complete erection of the building as described in the specifications and shown on the plans embraced in Contract No. 3."

In no part of the advertisement is any reference to separate items, and the implication is that the work is to be done under one contract.

Among other things it is stated that:

"Bidder will be required to complete the entire work to the satisfaction of the Commissioner of Parks," etc.

And it is further stated that:

"The amount of security required is five hundred thousand dollars."

It also appears that:

"The time allowed for the completion of the whole work will be three years."

The bid or proposal which was presented to intending bidders and filled up by them, is entitled as was the advertisement, but this form of bid prescribes bids for separate sections of the work, which sections taken together form a complete whole.

In no place in the bid is there any provision for a bid for the entire contract as one item.

The form of contract itself, however, is a contract for doing the entire work.

You will see that this statement of the matter has been somewhat confused by the want of uniformity of the advertisement bid and contract.

While I think that, under the form of bid, the contract may be let in three different items in three separate bidders, yet, in my opinion, it might be wiser to let the contract as a whole, if such a letting is not contrary to the City's interests.

While I do not think the letting of the contract to three separate contractors would be absolutely illegal, yet I do think that the letting as a single contract would obviate questions which might arise in the other case.

Yours,  
JOHN WHALEN, Corporation Counsel.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
June 20, 1901.

Hon. Wm. S. COLE, Comptroller:

SIR:—The Department of Parks, through the Secretary of the Board, Mr. Willis Holtz, in communication to the Board of Estimate and Apportionment, June 13, 1901, pursuant to the provisions of section 2, chapter 556 of the Laws of 1897, as amended by chapter 635 of the Laws of 1900, transmits the bids received and opened by the Park Board, after advertisement according to law, on June 13, 1901, for the work embraced in Contract No. 3, New York Public Library, Astor, Lenox and Tilden Foundations, for the action of the Board of Estimate and Apportionment.

There is also transmitted a protest received from the Journeymen Stone Cutters' Association in regard to the contract for said work.

Five bids are transmitted.

They are regular in form, and the tabulation is transmitted by the Department. This tabulation is correct as to figures, names and branches of work bid for; but inasmuch as the amounts are not carried out, so as to present the totals of each bid, I enclose a tabulation of more convenient size and form for convenient reference.

Section 2 of chapter 556, Laws of 1897, requires that "all bids or proposals shall be enclosed in sealed envelopes addressed to the said commissioners of public parks, and shall be accompanied by a deposit of such amount, if any, as said commissioners shall decide. The contracts may be several and cover such portion or portions of the work respectively as the said board of estimate and apportionment shall decide. The bids shall be opened by said commissioners and shall be submitted to the board of estimate and apportionment. Said board may select such bid or bids, proposal or proposals, the acceptance of which will, in their judgment, best secure the efficient performance of the work, or they may reject any or all of said bids and direct a re-advertisement as herein above provided."

On October 30, 1900, the Board of Estimate and Apportionment authorized the issue of Corporate Stock of The City of New York "to an amount not exceeding two million eight hundred and fifty thousand dollars (\$2,850,000), the proceeds whereof shall be applied to the construction of a public building in Bryant Park in the city of New York to be occupied by the New York Public Library, Astor, Lenox and Tilden Foundations and the incidental expenses necessarily connected therewith."

A similar resolution was passed by the Board of Estimate and Apportionment January 30, 1901.

This issue of bonds was authorized to meet the cost of this work on the following estimate made by the Department of Parks, viz.:

Contract No. 3.....	\$2,700,000.00
Architects' commission, 4 per cent. on account.....	108,000.00
Engineering staff, 3 years.....	15,000.00
Printing and other incidentals.....	3,000.00
Consulting Engineer (Mr. Cooper), 3 years.....	9,000.00
	\$2,835,000.00

As will be seen from an examination of the tabulated list, the bids for this work range from \$2,788,000 to \$3,404,591.

The lowest bid is that of Eugene Lentillon, \$2,788,000; the marble used being from South Dover, N. Y.

The next higher bid is that of P. J. Carlin, \$2,820,951; Dorset Valley marble being used for the exterior and central interior work, and West Rutland marble for the Forty-second street interior work.

The next higher bid is that of P. J. Carlin, \$2,835,578; Dorset Valley marble being used throughout. These two bids of P. J. Carlin are not advised to be considered by the architects, on account of the quarry being undeveloped.

The next higher bid is that of Norcross Bros., \$2,865,706; the marble used being from the Valley Quarry, at Dorset, Vermont.

The architects favor the marble from this quarry, but have no objections to urge against the South Dover marble, and do not feel justified in recommending the use of the Dorset marble at the increased price.

The architects urge that it is absolutely necessary that all of this marble work be executed by the same contractor, and I agree with them, inasmuch as there would be a prospect of confusion in the work if one part should be done by one contractor and the other parts by others. I do not think it would be wise to risk any possible element of confusion in such work as this, whether or not the Board of Estimate and Apportionment has the right to designate one contractor for one part and others for other parts; I would question the propriety of doing it.

By accepting bids for different divisions of the work, taking the lowest for each class, and marble from quarries acceptable to the architects, lower prices may be obtained; for example: Item No. 1. Exterior Work—Norcross Bros., Valley Quarry, Dorset..... \$2,205,306.00 Item No. 2. Interior Central—P. J. Carlin, West Rutland..... 421,263.00 Item No. 3. Interior—Forty-second Street—Eugene Lentillon, South Dover..... 87,590.00

Total..... \$2,714,129.00

By this method this would become the lowest bid, being \$75,871 lower than the bid of Eugene Lentillon, for the entire work.

There appears to be no objection to the business standing of any of the bidders.



It will be seen that all the bids will involve, including the \$135,000 for fees, etc., an expenditure in excess of the \$2,850,000, authorized by the Board of Estimate and Apportionment: as stated by the Architects, there will be a balance of about \$140,000 from the original appropriation of \$500,000, and premium thereon. With this available balance, there would be sufficient to pay the amount of the lowest bid, \$2,788,000.

With the probable premium of \$160,000, derived from the sale of the \$2,850,000 bonds, other bids may be considered without an additional appropriation.

I have no remarks to make relative to the communication from the Journeymen Stone Cutters' Association.

Respectfully,  
EUG. E. McLEAN, Engineer.

P. S.—A communication is just received from Messrs. Carrere & Hastings, the architects. I have referred in my report to the different items of it. It is herewith inclosed.

Respectfully,  
EUG. E. McLEAN, Engineer.

The Mayor offered the following:

Resolved, That the Board of Estimate and Apportionment hereby selects and accepts the bids of Norcross Brothers, amounting in the aggregate to two million eight hundred and sixty-five thousand seven hundred and six dollars (\$2,865,706) for Contract No. 3, for the New York Public Library, Astor, Lenox and Tilden foundations, at Fifth avenue, Fortieth and Forty-second streets, in the Borough of Manhattan, City of New York, for the complete erection of the buildings, as described in the specifications, and shown on the plans embraced in Contract No. 3, as provided by section 2 of chapter 556 of the Laws of 1897.

Which was adopted by the following vote:

Affirmative—The Mayor, Deputy Comptroller, Corporation Counsel and President of the Department of Taxes and Assessments—4.

Negative—The President of the Council.

L. L. Kellogg, on behalf of Eugene Lenthall, one of the bidders upon the proposed New York Library Building, protested against the acceptance of the bid of Norcross Brothers for the said contract.

W. N. Dyckman, representing John J. Kulan, owner of the block of land on First avenue, New York bay, Fifty-first and Fifty-second streets, Borough of Brooklyn, appeared and made a statement in relation to the proposed exchange of the said block for a block owned by the City.

Whereupon the Mayor offered the following:

Resolved, That the resolution adopted by this Board May 20, 1901, under the authority of chapter 134 of the Laws of 1901, fixing the terms of the exchange of a block of land in the Eighth Ward of the Borough of Brooklyn, bounded by First avenue and New York bay, and Fifty-first and Fifty-second streets, together with the right, title and interest of the owners of the upland in and to the lands in front of the said block under the waters of the New York bay, extending to the bulkhead and pier lines, for the block of land in said Eighth Ward and borough, owned by The City of New York, bounded by First avenue and the New York bay and Forty-third and Forty-fourth streets, together with the right, title and interest of the City in and to the land in front of the said block under the waters of the New York bay, extending to bulkhead and pier lines, at the sum of twenty-five thousand dollars (\$25,000), to be paid to The City of New York, be and the same is hereby amended so that the terms shall be the sum of sixteen thousand dollars (\$16,000), provided, however, that unless such terms, as amended by this resolution, be accepted within five days, this resolution shall become null and void.

Which was adopted by the following vote:

Affirmative—The Mayor, Deputy Comptroller, Corporation Counsel, President of the Council and President of the Department of Taxes and Assessments—5.

The Deputy Comptroller presented the following:

DEPARTMENT OF CORRECTION OF THE CITY OF NEW YORK,  
COMMISSIONER'S OFFICE, NO. 148 EAST TWENTIETH STREET,  
NEW YORK, JUNE 4, 1901.

Hon. ROBERT A. VAN WYCK, Mayor, and Chairman of the Board of Estimate and Apportionment:

DEAR SIR—I beg to transmit herewith a communication from Walter Dickson, architect for the new City Prison, including specification for plumbing work, etc., at the old City Prison, made necessary by the placing of elevators in the new prison now in course of erection.

I also inclose proposal of P. J. Carlin & Co., contractors for the new City Prison, to do the work specified for the sum of two hundred and ninety-five dollars (\$295).

I would respectfully request that the above amount be allowed and charged to the appropriation entitled "Building Fund," Department of Correction, chapter 626, Laws of 1896, as amended by chapter 642, Laws of 1897.

Very respectfully,  
FRANCIS J. LANTRY, Commissioner.

WALTER DICKSON, F. A. I. A., ARCHITECT,  
BIBLE HOUSE, ASTOR PLACE,  
NEW YORK, JUNE 3, 1901.

Hon. FRANCIS J. LANTRY, Commissioner of Correction:

DEAR SIR—I beg to inclose to you proposal from P. J. Carlin & Co., for changes required, but not included in the original plans and specifications for new prison amounting to \$295. To consist of new iron enameled bath-tub, and two iron enameled lavatories, moving of electric wire work, plumbing, cutting away for, and rebuilding hot air register box, painting, etc., in men's and women's prison portion, where lifts come down to first floor for kitchens to prison. I inclose specifications for same. The change is needed at once.

Respectfully,  
WALTER DICKSON,

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
JUNE 19, 1901.

Hon. BIRD S. COLMAN, Comptroller:

SIR—Hon. Francis J. Lantry, Commissioner of the Department of Correction, in communication of June 4, 1901, to the Board of Estimate and Apportionment, transmits specifications, also agreement of P. J. Carlin & Co., contractors, for mason work, for additional plumbing, painting, masonry and electric light work, required for alterations for dumb-waiter shafts in men's and women's prison of the old Tombs Building, and the Commissioner desires to award the same to said P. J. Carlin & Co. for the sum of \$295, without public letting, as provided for by the Department of Correction Building Fund, chapter 626, Laws of 1896, as amended by chapter 642, Laws of 1897, and section 170 of the Greater New York Charter.

In reply I would report that the work specified is not included in the contract of P. J. Carlin & Co., mason work, nor any contract in connection with the erection of the New City Prison.

The specifications have been duly approved by the Commissioner of Correction, the architect, Walter D. Dickson, also the offer of the contractors, P. J. Carlin & Co., to perform the specified work at the price \$295, approved by Hon. Francis J. Lantry, Commissioner of Correction, and the architect, also the consent of the sureties of said contractors. All of these papers are submitted in accordance with the requirements of section 3, chapter 626, Laws of 1896, as follows:

"The commissioner of correction, with the approval of the board of estimate and apportionment first had and obtained, is hereby authorized and empowered, with the consent in writing of the contractor and his sureties, to alter any plans and the terms and specifications of any contract entered into by authority of this act, provided that such alterations shall in no case involve or require an increased expense greater than five per centum of the whole expenditure provided for in said contract."

The contract of P. J. Carlin & Co., the contractors for general construction, amounts to \$345,000, and five per cent. of this amount is \$17,250.

On May 17, 1899, the Board of Estimate and Apportionment authorized \$11,000 of this amount for strengthening floors and removing and replacing fireproofing, and on November 21, 1900, \$2,489 was authorized for building complete foundations for iron rail, stone-coping and lagging between coping and stone wall, making a total of \$13,489.

If to this sum the amount of this contract is added, the total will be \$13,784, which is within the limit of five per cent. of the amount of the original contract.

All the requirements of the law have been fulfilled, and the work being considered necessary, I think the Board of Estimate and Apportionment may properly give its approval to the changes proposed.

Respectfully,  
EDG. E. McLEAN, Engineer.

And offered the following:

Resolved, That, pursuant to the provisions of chapter 626 of the Laws of 1896 as amended, the Board of Estimate and Apportionment hereby approves of the extra work and changes in the contract and specifications of P. J. Carlin & Co. for additional plumbing, painting, masonry and electric-light work required for alterations for dumb-waiter shafts in Men's and Women's Prison, at a cost of two hundred and ninety-five dollars (\$295), as requested by the Commissioner

of Correction under date June 4, 1901, subject, however, to the consent thereto in writing of the contractor and his sureties.

Which was adopted by the following vote:

Affirmative—The Mayor, Deputy Comptroller, Corporation Counsel, President of the Council and President of the Department of Taxes and Assessments—5.

The Deputy Comptroller presented the following:

To the Board of Education:

The Committee on Sites, to which was referred the following communication:

"LAW DEPARTMENT,  
"OFFICE OF THE CORPORATION COUNSEL,  
"NEW YORK, JUNE 3, 1901."

Hon. MILES M. O'BRIEN, President, Board of Education:

SIR—I inclose herewith a duplicate report of the Commissioners of Estimate in the matters of the acquiring of title to certain lands on the southerly side of One Hundred and Thirty-fifth street and the westerly side of Lenox avenue, and also to certain lands situated at the southwest corner of One Hundred and Thirty-fifth street and Lenox avenue, in the Borough of Manhattan, as sites for school purposes, together with a certified copy of an order of the Supreme Court bearing date the 27th day of May, 1901, filed and entered in the office of the Clerk of the County of New York on the 29th day of May, 1901, confirming the report of the Commissioners as to the two aforesaid proceedings and taxing the costs and expenses of the proceedings other than the fees of the expert witnesses employed on behalf of the City. The amount of the award is the sum of \$77,950, and the costs, charges and expenses of the proceedings other than the fees of the expert witnesses employed on behalf of the City were taxed at the sum of \$4,937.20.

Respectfully,  
JOHN WHALEN, Corporation Counsel."

—respectfully reports that it appears from the report and order made in said proceedings that the amount of the award and of the costs, charges and expenses, other than the fees of expert witnesses, as confirmed by the Court, is as follows:

Lands on the southerly side of One Hundred and Thirty-fifth street and the westerly side of Lenox avenue, and also lands situated at the southwest corner of One Hundred and Thirty-fifth street and Lenox avenue, Borough of Manhattan:	\$77,950 00
Award:	.....
Cost, charges and expenses, other than the fees of expert witnesses:	4,937 20
	\$79,887 20

It will also be necessary to provide for interest on the award from May 27, 1901, the date of the confirmation of the report, until July 12, 1901, said interest amounting to five hundred and eighty-four and sixty-two one-hundredths dollars (\$584.62).

The following resolution is submitted for adoption:

Resolved, That, subject to the approval of the Board of Estimate and Apportionment, the sum of eighty thousand four hundred seventy-one and eighty-two one-hundredths dollars (\$80,471.82) be and the same is hereby appropriated from the proceeds of Corporate Stock to be issued by the Comptroller, pursuant to section 48 of the Greater New York Charter, said sum to be applied in the payment of the award, and interest thereon, costs, charges and expenses, as confirmed by the Court, in the proceedings for the acquisition of lands on the southerly side of One Hundred and Thirty-fifth street and the westerly side of Lenox avenue, and also lands situated at the southwest corner of One Hundred and Thirty-fifth street and Lenox avenue, in the Borough of Manhattan, as a site for school purposes, under the provisions of chapter 101 of the Laws of 1888, as amended by chapter 35 of the Laws of 1890 and chapter 387 and 890 of the Laws of 1896, and chapter 630 of the Laws of 1897; said sum to be paid out of the proceeds of said Corporate Stock when issued, requisition therefor being hereby made.

A true copy of report and resolution adopted by the Board of Education on June 14, 1901.

A. E. PALMER, Secretary, Board of Education.

And offered the following:

Resolved, That the Board of Estimate and Apportionment hereby approves of the requisition of the Board of Education by resolution adopted June 12, 1901, for the appropriation of eighty thousand four hundred and seventy-one and eighty-two cents (\$80,471.82) from the proceeds of Corporate Stock of The City of New York, to be sold pursuant to the provisions of section 48 of the Greater New York Charter, and the ordinance of the Municipal Assembly approved by the Mayor, July 9, 1901, for the purpose of providing means for the acquisition of lands on the southerly side of One Hundred and Thirty-fifth street and the westerly side of Lenox avenue, and also lands situated at the southwest corner of One Hundred and Thirty-fifth street and Lenox avenue, in the Borough of Manhattan, as a site for school purposes.

Which was adopted by the following vote:

Affirmative—The Mayor, Deputy Comptroller, Corporation Counsel, President of the Council and President of the Department of Taxes and Assessments—5.

The Deputy Comptroller presented the following:

To the Board of Education:

The Committee on Sites, to which was referred the following communication:

"LAW DEPARTMENT,  
"OFFICE OF THE CORPORATION COUNSEL,  
"NEW YORK, MAY 24, 1901."

Hon. MILES M. O'BRIEN, President, Board of Education:

SIR—I inclose herewith a duplicate report of the Commissioners of Estimate in the matter of acquiring title to certain lands on Manhattan, East Houston, Lewis and East Third streets, in the Eleventh Ward, Borough of Manhattan, as a site for school purposes, together with certified copy of the order of the Supreme Court, bearing date the 22d day of May, 1901, filed and entered in the office of the Clerk of the County of New York the 22d day of May, 1901, confirming said report and taxing the costs and expenses of the proceeding other than the fees of the expert witnesses employed in behalf of the City.

The aggregate amount of the awards is \$354,656 and the costs, charges and expenses of the proceeding other than the fees of the expert witnesses employed on behalf of the City were taxed at the sum of \$4,479.35.

Respectfully yours,  
JOHN WHALEN, Corporation Counsel."

—respectfully reports that it appears from the report and order made in said proceeding that the amount of the awards and of the costs, charges and expenses, other than the fees of the expert witnesses, as confirmed by the Court, is as follows:

Lands on Manhattan, East Houston, Lewis and East Third streets, in the Eleventh Ward, Borough of Manhattan:	\$354,656 00
Awards:	.....
Costs, charges and expenses, other than the fees of expert witnesses:	4,479 35
	\$359,135 35

It will also be necessary to provide for interest on the awards from May 22, 1901, the date of the confirmation of the report, until July 12, 1901, said interest amounting to two thousand nine hundred fifty-five and forty-seven one-hundredths dollars (\$2,955.47).

The following resolution is submitted for adoption:

Resolved, That, subject to the approval of the Board of Estimate and Apportionment, the sum of three hundred sixty-two thousand ninety and eighty-two one-hundredths dollars (\$362,090.82) be and the same is hereby appropriated from the proceeds of Corporate Stock to be issued by the Comptroller, pursuant to section 48 of the Greater New York Charter, said sum to be applied in payment of the awards and interest thereon, costs, charges and expenses, as confirmed by the Court, in the proceeding for the acquisition of lands on Manhattan, East Houston, Lewis and East Third streets, in the Eleventh Ward, Borough of Manhattan, as a site for school purposes, under the provisions of chapter 191 of the Laws of 1888, as amended by chapter 35 of the Laws of 1890 and chapters 387 and 890 of the Laws of 1896, and chapter 630 of the Laws of 1897, said sum to be paid out of the proceeds of said Corporate Stock, when issued, requisition therefor being hereby made.

A true copy of report and resolution adopted by the Board of Education on June 12, 1901.

A. E. PALMER, Secretary, Board of Education.

And offered the following:

Resolved, That the Board of Estimate and Apportionment hereby approves of the requisition of the Board of Education, by resolution adopted June 12, 1901, for the appropriation of three hundred and sixty-two thousand and ninety dollars and eighty-two cents (\$362,090.82) from the proceeds of Corporate Stock of The City of New York, to be sold pursuant to the provisions of section 48 of the Greater New York Charter, and the ordinance of the Municipal Assembly approved by the Mayor April 16, 1901, for the purpose of providing means for the payment of the awards and interest thereon, costs, charges and expenses, in the proceeding for the acquisition



of lands on Manhattan, East Houston, Lewis and East Third streets, in the Eleventh Ward, Borough of Manhattan, as a site for school purposes, as follows:

Awards	\$354,636 00
Costs, charges and expenses, other than the fees of expert witnesses	4,479 35
Interest until July 12, 1901, the date of confirmation	2,055 47
<b>Total</b>	<b>\$361,170 82</b>

Which was adopted by the following vote:

Affirmative—The Mayor, Deputy Comptroller, Corporation Counsel, President of the Council and President of the Department of Taxes and Assessments—5.

The Secretary presented the following:

NEW YORK ZOOLOGICAL SOCIETY,  
GENERAL OFFICE, NO. 41 WALL STREET,  
NEW YORK, JUNE 1, 1901.

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

GENTLEMEN: In behalf of the Board of Managers of the New York Zoological Society, we have the honor to advise you that the society has, on this date, completed the performance of the financial obligation imposed upon it by its agreement with the Commissioners of the Sinking Fund dated March 24, 1897.

Under the terms of the agreement referred to the New York Zoological Society agreed to raise by subscription, within one year from the date of the beginning of ground improvement work by the Park Department, the sum of one hundred thousand dollars. The subscription of this amount (estimated) was completed on the 15th of February, 1898, and your Honorable Body was duly notified. The remaining obligation, to raise by subscription the further sum of one hundred and fifty thousand dollars within three years from August 11, 1898, when ground improvement work was begun by the Park Department, has now been fully accomplished. The entire sum of two hundred and fifty thousand dollars, and more, has been subscribed, and paid into the treasury of the society, and the balance remaining from previous expenditures for animal installations and collections is now available for immediate expenditure in the Zoological Park. Briefly summarized, the financial operations of the Zoological Society in behalf of the Zoological Park are as follows:

Total amount of special subscriptions, paid in cash, to treasurer, to June 1, 1901, .. \$251,774 63

Additional subscriptions, receivable on demand, .. 4,000 00

\$255,774 63

Additional sums received and expended by the society on the Zoological Park, .. 19,318 26

**Grand total, .. \$275,092 89**

It affords the society much pleasure to call attention to the fact that the three years' limit for the completion of the society's promised fund of \$250,000 does not expire until August 11, 1901.

Accompanying this communication is a sworn statement from the society's treasurer, Charles T. Barney, Esq., certifying to the correctness of the financial memoranda recorded above. Respectfully submitted,

HENRY FAIRFIELD OSBORN, Chairman, Executive Committee.  
MADISON GRANT, Secretary.

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

Charles T. Barney, Treasurer of the New York Zoological Society, being duly sworn, deposes and says:

That he has examined the books of account and treasurer's reports of the New York Zoological Society, and finds, according to the same, and according to the funds in his possession and available for expenditure, that the following statement is true to the best of his knowledge and belief, to-wit:

The total amount of special subscriptions to the Park Improvement Fund, and devoted to the improvement of the New York Zoological Park, received in cash by the treasurer of the New York Zoological Society to June 1, 1901, is \$251,774 63; that the additional subscriptions, receivable on demand, amount to \$4,000, making a total of special subscriptions to the Park Improvement Fund of \$255,774 63. He also finds that in addition to the above the Zoological Society has expended on the Zoological Park, from its General Fund, the sum of \$19,318 26, making a total amount of funds expended and available for expenditure on the Zoological Park to date, of \$275,092 89.

CHARLES T. BARNEY, Treasurer, New York Zoological Society.

Subscribed and sworn to before me this 5th day of June, 1901.

J. ARANS, Notary Public, Kings County.

Certificate filed in New York County.

Which was entered on file.

The Secretary presented the following:

OFFICE OF BOARD OF DELEGATES  
OF THE UNITED COUNCIL OF THE BUILDING TRADES  
OF NEW YORK AND VICINITY,  
NEW YORK, JUNE 14, 1901.

To the Board of Estimate and Apportionment:

GENTLEMEN: I am instructed by the above-named body, in meeting assembled on above date, to respectfully protest against the awarding of the stone contract on the new public library to Mr. Phoenix of the Vermont Marble Company, as the said company works its men under conditions that are impossible for self-respecting citizens to live or exist under.

We also respectfully protest against that contract being awarded to any contractor who does not pay the prevailing rate of wages as exists in the stone trade in this municipality.

Hoping this matter will relieve your earnest attention.

I am, respectfully,

PHILIP WEINSEIMER, Secretary.

Which was ordered on file.

The Deputy Comptroller presented the following:

CITY OF NEW YORK,  
DEPARTMENT OF PUBLIC BUILDINGS, LIGHTING AND SUPPLIES,  
Nos. 13 to 21 PARK ROW,  
NEW YORK, JUNE 19, 1901.

Hon. ROBERT A. VAN WYCK, Mayor and Chairman, Board of Estimate and Apportionment:

DEAR SIR: I have to acknowledge receipt of a letter from Mr. Thomas L. Feiner, Secretary of the Board of Estimate and Apportionment, dated June 14, 1901, transmitting various communications, including a report of the Engineer of the Finance Department, relative to the proposed alterations and repairs to the Kings County Hall of Records, in the Borough of Brooklyn.

Pursuant to an opinion of the Corporation Counsel dated December 8, 1900, I appointed Mr. Rudolph L. Daus as architect, with the request that he prepare the preliminary plans to comply with the provisions of chapter 647 of the Laws of 1900.

In accordance with such appointment the said Mr. R. L. Daus has been at work ascertaining the thickness and strength of the foundation of the building, as well as the walls, in order to find out just what alterations will be necessary and advisable. As soon as the information is received from the architect, with the accompanying preliminary plans, I will take pleasure in submitting them to the Board of Estimate and Apportionment.

In the meantime I have to request that the Board of Estimate and Apportionment authorize the issue of bonds in the amount of \$20,000, to provide a fund from which to pay the architect and other necessary expenses connected with the investigation and preparation of the preliminary plans and specifications.

Herewith I return you the report of the Engineer of the Finance Department on this subject.

Respectfully yours,

HENRY S. KEARNY, Commissioner.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
JUNE 5, 1901.

Hon. BRID S. COLER, Comptroller:

SIR: Hon. Henry S. Kearny, Commissioner of Public Buildings, Lighting and Supplies, in communication of May 23, 1901, to the Board of Estimate and Apportionment, says:

"I have to request that the Board of Estimate and Apportionment authorize the issue of bonds to provide a fund from which to pay for the alterations and repairs to the Hall of Records, in the County of Kings, under and in pursuance of chapter 647 of the Laws of 1900."

No amount is stated, and no estimate furnished.

Chapter 647, Laws of 1900, in section 1, authorizes and "directs the commissioner of public buildings, lighting and supplies to make such additions, extensions, alterations and improvements in the hall of records of the county of Kings as may be necessary to provide proper offices, court-rooms and record rooms for the surrogate of the county of Kings, and for the

register, county clerk, and commissioner of records of said county of Kings, and for the preservation and convenient examination of the records of said county by the public."

Section 2 directs that the said commissioner shall prepare plans and specifications for such additions, extensions, alterations and improvements \* \* \* as shall make said building or buildings \* \* \* as nearly fireproof as is practicable, and shall furnish said record rooms, court-rooms and offices so as to make the same well equipped and modern in all its fixtures, furniture, furnishings and appointments; said plans when so prepared to be submitted in the surrogate, register, county clerk and commissioner of records for their approval. When such approval shall have been obtained the said commissioner of public buildings, lighting and supplies shall at once proceed to carry the said plans and specifications into effect.

Section 3. The comptroller of the city of New York is authorized and directed to sell bonds of said city of New York from time to time as the same may be required (the law does not say by whom), and in total amount not exceeding the sum of \$500,000, for the purpose of carrying out the provisions of this act; and shall pay the bills and expenses for the same as audited by him.

This law is mandatory throughout.

1st. The Commissioner of Public Buildings, Lighting and Supplies is authorized and directed to make additions, extensions, alterations and improvements in the Hall of Records.

2d. The said Commissioner shall prepare plans and specifications for the same, which said plans "are to be submitted to the Surrogate, Register, County Clerk, and Commissioner of Records for their approval." The law does not institute any such Board as that named in the papers submitted, calling itself "The Board on Additions and Alterations to the Hall of Records." Any action of such Board not being authorized, is void and of no effect. This is specially noted as it appears from the minutes of the self-constituted Board that certain plans presented by Mr. R. L. Daus, architect, viz., Nos. 2, 3, 4, 5, 6, 14, 15, 16 and 24, "be approved by the Board, provided the same can be carried to completion for a sum not exceeding four hundred thousand dollars (\$400,000)" with other provisos, showing that the self-constituted Board is assuming certain functions, which, under the law, belong exclusively to the Commissioner of Public Buildings, Lighting and Supplies. The members of this so-called Board, as individuals named in the law, have the power of approval, and nothing more.

3d. The law does not authorize the appointment of an architect, but requires that the Commissioner shall prepare plans, etc. This may involve the necessity of such employment of an architect, but if such architect be employed, his appointment as such should be made by the Commissioner, and his compensation fixed. It appears from a letter from Commissioner Kearny to the Comptroller dated June 20, 1900, that he would have to employ an architect to prepare the necessary plans, and he says "the probable cost would be five per cent. on the amount of the contract for preparing the necessary plans and specifications preparatory to advertising and letting a contract, and five per cent. additional for superintending the work after the contract is let." Such a compensation for architect's services is about twice as much as the City has ever paid.

There is nothing in the papers submitted showing the appointment of an architect.

On May 21, 1901, the Comptroller addressed the following communication to Commissioner Kearny:

MAY 21, 1901.

Hon. HENRY S. KEARNY, Commissioner, Public Buildings, Lighting and Supplies:

"DEAR SIR: I acknowledge the receipt of your letter of the 16th instant in regard to the bill of Mr. R. L. Daus, Architect, for services in connection with the plans and specifications for additions and alterations to the Hall of Records in the County of Kings.

"You request to be advised on the following points:

"What is the bonded account for additions to the Hall of Records?

"What is the title of the account?

"What amount of bonds have been sold with rate and date, and what has been made available in Department books?

"No bonds have been issued under the provisions of chapter 647 of the Laws of 1900, and consequently no amount is at present available on the books of the department, nor has any title been given to an account which has not yet been created. As soon as bonds are sold the department interested in the disposition of the proceeds thereof is immediately notified, and if such proceeds are paid into a new account, information is also transmitted which gives the name or title to that account.

"I call your attention to the fact that while section 3, chapter 647 of the Laws of 1900, authorizes the Comptroller to sell bonds of The City of New York, from time to time, as the same may be required to carry out the purposes of said act, and while there is no specific reference therein contained to either the Board of Estimate and Apportionment or the Municipal Assembly, the bodies which under general provisions of law are vested with the power authorizing bond issues, the fact remains that section 169 of the Charter which prohibits the Comptroller from issuing Corporate Stock of The City of New York, except to the extent to which he may be thereunto authorized by resolutions of the Board of Estimate and Apportionment and the Municipal Assembly, refers not only to the provisions of the Charter itself and to laws passed before the promulgation of the Charter, but also to laws which may be hereafter (thereafter) passed. It would accordingly seem that before the Comptroller can issue bonds under the authority of this act, a proper authorization should be obtained from the Board of Estimate and Apportionment, and the Municipal Assembly upon the request of the Commissioner of Public Buildings, Lighting and Supplies.

"Very truly yours,

"BRID S. COLER, Comptroller."

On the receipt of this communication, the Commissioner addressed the following communication to the Comptroller, dated May 23, 1901.

"I am this day in receipt of your communication of the 21st instant, in answer to my inquiry of the 16th, returning bill of Mr. R. L. Daus, architect, for services in connection with the plans and specifications for additions and alterations to the Hall of Records in the County of Kings.

"You suggest that I request the Board of Estimate and Apportionment and Municipal Assembly to authorize the issue of bonds under and in pursuance of the act—chapter 647 of the Laws of 1900—in order to carry out the provisions thereof, etc., I would respectfully advise you that I have this day written such a letter to the Mayor, as Chairman of the Board of Estimate and Apportionment.

"I respectfully call your attention to a communication that I addressed to you relative to this matter on June 15, 1900, and your reply thereto under date of June 18, 1900, that you would provide the necessary funds, as soon as you were advised how much would be required. A copy of said reply is hereto attached, also copy of my answer to same under date of June 20, 1900. In pursuance of your communication of June 18, 1900, above referred to, I respectfully return the bill of Mr. Daus to you, with the request that the same be paid."

Considering the facts as stated in the Comptroller's letter, nothing involving an expenditure under this law that has been done is legal, inasmuch as no funds were provided for the payment.

In my opinion, in spite of this mandatory and special legislation, nothing in the way of funds can be obtained except through the action of the Board of Estimate and Apportionment and the Municipal Assembly.

The Commissioner in his communication to the Board of Estimate and Apportionment names no amount. In my view the matter, which now appears to be in some confusion, might be started properly by authorizing at this time an issue of bonds to a sufficient amount, say \$20,000, for preliminary work in plans, specifications and estimates, to enable the Board to form a proper idea of what is to be done.

Said estimate should be made as closely as possible, though, of course, it cannot be perfectly accurate.

When such estimate shall have been made for specific purposes, which should be stated by the Commissioner in his application to the Board of Estimate and Apportionment, the said Board will have some guide to go by.

This mandatory law limits the whole amount to \$500,000, but it does not require that that amount shall be expended.

With respect to the bill of Mr. R. L. Daus for the sum of \$5,000 on account, "for professional services rendered in preparing plans and specifications for the rebuilding and extension of the Kings County Hall of Records," I can only say:

1st. That no bonds having been authorized for any part of the work, the account cannot be paid at present.

2d. That though there is precedent for paying to architects a certain unfixed percentage on the presentation of complete plans and specifications, the practice is not positively fixed; though, where such plans are of considerable extent, I think it equitable and just that such reasonable amount as may be called for should be paid.

The usual rate for architects' fees heretofore paid by the City is 5 per cent. of the cost of the work, as shown by the contract. I consider this full and fair compensation.

It is customary to pay 3 1/2 per cent. of this fee at the time of the execution of the contract for the work, deducting whatever amount may have been paid before.

The remaining 1 1/2 per cent. is paid on the certificates of the architect as to work actually done, as they may be submitted.

Respectfully,

EUG. E. McLEAN, Engineer.

And offered the following:

Resolved, That, pursuant to the provisions of chapter 647 of the Laws of 1900, the Comptroller be authorized, subject to concurrence herewith by the Municipal Assembly, to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to the amount of twenty thousand dollars (\$20,000), the proceeds whereof shall be applied to the payment of architects' fees and other necessary expenses connected



with the investigation and preparation of preliminary plans and specifications for the extension, alteration, improvement and furnishing of the public building in the County of Kings, known as the Hall of Records, for the purpose of providing necessary additional rooms for the Surrogate, Register, County Clerk and Commissioner of Records of the said County of Kings, and for the preservation and convenient examination of records of said county by the public, any surplus remaining after the payment of such expenses to be applicable to such extension, alteration, improvement and furnishing.

Which were adopted by the following vote:

Affirmative—The Mayor, Deputy Comptroller, Corporation Counsel, President of the Council and President of the Department of Taxes and Assessments—5.

The President of the Council moved that this Board do now adjourn.

Which was adopted by the following vote:

Affirmative—The Mayor, Deputy Comptroller, Corporation Counsel, President of the Council and President of the Department of Taxes and Assessments—5.

THOS. L. FEITNER, Secretary.

## MUNICIPAL ASSEMBLY OF THE CITY OF NEW YORK.

MONDAY, July 1, 1901, 12 o'clock M.

Pursuant to the provisions of section 607 of chapter XVII of chapter 378 of the Laws of 1897, being "The Greater New York Charter," the Municipal Assembly met as usual on Monday, July 1, 1901, at the City Hall, in the chamber of the Board of Aldermen, in the Borough of Manhattan, for the purpose of receiving from the Board of Taxes and Assessments in the several boroughs the annual assessment rolls for each of said several boroughs, certified as required by law 7, and for the purpose of performing such other duties in relation thereto as are prescribed by law.

### SPECIAL MEETING, MUNICIPAL ASSEMBLY OF THE CITY OF NEW YORK.

MONDAY, July 1, 1901, 12 o'clock M.

In the chamber of the President of the Council, the Vice-Chairman took the chair and directed the Clerk to call the roll, which resulted as follows:

#### THE COUNCIL.

##### PRESENT:

##### COMMISSIONERS:

The Vice-Chairman,  
Frank J. Goodwin,  
George H. Cushman,  
Harry C. Hart,

William J. Haddock,  
Eugene A. Wiser,  
Bernard C. Murray,  
Charles H. Henry,

Joseph F. O'Grady,  
Benjamin J. Hoffman,  
Patrick J. Ryder,  
James Owens.

#### THE BOARD OF ALDERMEN.

##### PRESENT:

Hon. Thomas K. Woods, President.

##### ALDERMEN:

Charles Alt,  
James J. Bridges,  
George A. Russell,  
Jeremiah Cronin,  
William H. C. Nelson,  
Frank L. Rosching,  
William H. O'Sullivan,  
Elias Goodman,  
Peter Hollar,  
Patrick S. Keely,

Francis P. Kenney,  
Michael Ledwith,  
Isaac Marks,  
Anthony Mathews,  
Edward F. McEnaney,  
Lawrence W. McEnaney,  
Stephen W. McEnaney,  
Charles Metzger,  
Robert Muhl,  
Owen J. Murphy,

Joseph O'Sullivan,  
Hubert Parsons,  
Henry J. Rotundo,  
William F. Schneider, Jr.,  
Eugene A. Seelock, Jr.,  
James J. Smith,  
John J. Twomey,  
John J. Vaughan, Jr.,  
Joseph J. Velma,  
William Wentz.

#### COMMUNICATIONS FROM THE DEPARTMENTS AND COMMISSIONER OFFICES.

The Vice-Chairman of the Council had before the Municipal Assembly the following communications from the Commissioners of Taxes and Assessments:

CITY OF NEW YORK—DEPARTMENT OF TAXES AND ASSESSMENTS,  
SHERMAN BUILDING, No. 283 BROADWAY,  
July 1, 1901.

To the Honorable the Municipal Assembly, The City of New York.

GENTLEMEN—We herewith transmit, as required by section 607 of the Greater New York Charter, the Assessments of Real and Personal Estate of The City of New York for the year 1901; also the following summary statement as contained in said rolls, showing the assessed valuation of real and personal estate in The City of New York for said year:

Borough.	REAL ESTATE.	PERSONAL ESTATE.	TOTAL.
Manhattan.....	\$1,251,447,771.00	\$447,750,000.00	\$1,699,197,771.00
Brooklyn.....	1,119,642,000.00	1,048,000.00	1,120,690,000.00
Brooklyn.....	1,047,410.00	86,147,940.00	1,048,357,940.00
Queens.....	107,126,520.00	10,485,100.00	117,611,620.00
Richmond.....	42,670,000.00	2,100,000.00	44,770,000.00
Totals.....	\$3,521,286,291.00	\$154,483,140.00	\$3,675,769,431.00

We beg to inform you that the separate series of installments of interest of bonds issued under the provisions of chapter 311 and chapter 335 of the Laws of 1896, for paving, curbing and guttering streets and avenues in the Twenty-sixth Ward, Borough of Brooklyn, have been entered in four volumes of the Assessment Rolls of said Twenty-sixth Ward.

Also, the separate series of installments and assessments for sewer improvements in the Twenty-ninth Ward, Borough of Brooklyn, pursuant to chapter 161 of the Laws of 1889, and amendments thereto, have been entered in two volumes.

Also, the separate installments of the assessment for flagging sidewalks in the Thirtieth Ward, Borough of Brooklyn, under chapter 544 of the Laws of 1888, have been entered in one volume.

Also, two (2) volumes of Assessment Roll and Maps for the improvement of Flatbush avenue, in the Borough of Brooklyn, under the provisions of chapter 161 of the Laws of 1889, and chapter 356 of the Laws of 1894.

All of which are included in and transmitted with the above.

Very respectfully,

THOS. L. FEITNER,  
EDWARD C. SHEEHY,  
THOS. J. PATTERSON,  
FERDINAND LEVY,

Commissioners  
of Taxes and  
Assessments.

Alderman Muhl moved that the communication and the accompanying tax-rolls be referred to the Joint Committees on Finance of the Council and Board of Aldermen.

Which was adopted.

Whereupon the Vice-Chairman of the Council having announced that the tax books, 247 in number, were now in the possession of the Municipal Assembly, made the following order:

Whereas, The tax and assessment rolls having been finally submitted to the Municipal Assembly on Monday, July 1, 1901, the undersigned, in the name of the Municipal Assembly, and as one of its acts, and by virtue of law, authorizes and requests the Commissioners of Taxes and Assessments, by themselves, and such clerical assistance as may be at their disposal, but without expense to the City, to cause to be properly estimated and computed the taxes to be imposed under and by virtue of said rolls, and to cause the said estimation and computation to be properly set down and extended in the said tax or assessment rolls or books; to cause the item of said taxes to be carefully added, and set down the amount of the same in the said rolls or books, and to perform such other duties connected with the said tax or assessment rolls or books as the undersigned is, by sections 609 and 610 of the Greater New York Charter, authorized or required to have done.

JNO. T. OAKLEY, Vice-Chairman and Acting President of the Council.

Alderman Muhl moved that the Municipal Assembly do now adjourn.

The Vice-Chairman of the Council thereupon declared that the Municipal Assembly, having transacted the business it had been called upon to discharge, stood adjourned *sine die*.

P. J. SCULLY, City Clerk.

## DEPARTMENT OF STREET CLEANING.

AN ABSTRACT OF THE TRANSACTIONS OF THE DEPARTMENT OF STREET CLEANING OF THE CITY OF NEW YORK FOR THE WEEK ENDING JUNE 8, 1901 (SECTION 1546, GREATER NEW YORK CHARTER).

### BOROUGH OF MANHATTAN AND THE BRONX.

#### Removal of Incumbrances.

(Section 545, Greater New York Charter.)

Unredeemed incumbrances on hand June 1, 1901.....	61
Incumbrances seized during the week.....	99
Incumbrances redeemed and released.....	160
Unredeemed incumbrances on hand.....	93

#### Money:

transmitted to City Chamberlain, as follows:	
For redemption of incumbrances, week ending May 4, 1901.....	\$64.40
For redemption of incumbrances, week ending May 11, 1901.....	62.15
For trimming sewers, week ending May 27, 1901.....	1,750.00
For trimming sewers, week ending June 3, 1901.....	1,750.00
For redemption of incumbrances, week ending May 18, 1901.....	100.50
For redemption of incumbrances, week ending May 25, 1901.....	42.00
For trimming sewers, week ending June 10, 1901.....	1,750.00

#### Bills and Payrolls:

(transmitted to Comptroller, as follows):

Schedule No. 115, Sundries—	
Bank, Cash.....	\$50.00
Bryant, Cassatt, William W.....	517.50
Burns, Bros.....	787.50
Dalby, John D.....	970.00
".....	945.00
".....	945.00
Dalby's Towing Line.....	4.50
Hill, Thomas.....	580.00
Hyatt, George W.....	310.00
".....	750.00
".....	270.00
".....	270.00
Edmondson, S.....	100.00
Milner, Bulger.....	250.00
	7,801.00

#### Schedule No. 126, Sundries—

Aldrich, Edward.....	\$83.14
Barry & Co., D. J.....	749.87
Bradley & Co., Company.....	3.83
Chilton Manufacturing Company.....	24.50
Collector of City Revenue.....	250.00
Congress, Philip.....	40.00
Department of Correction.....	773.75
Dryer, J. B.....	773.33
Em & Co., John.....	131.35
Fowler & Silberman.....	101.80
Freiblich, Caroline.....	45.00
Hill, Thomas.....	580.00
Holland & Co., Edward.....	880.00
Hyatt, George W.....	370.00
Kelly, William.....	90.80
McMahon, at al., D. J.....	1,000.00
Michels, Edmund, John.....	105.00
Miller, John L.....	40.00
Minn, Henry C.....	10.00
Milan, Patrick.....	40.00
New York Sanitary Collection Company.....	6,740.25
Saughton, B.....	775.00
O'Neill, Josephine M.....	50.00
Parcell, Patrick.....	150.00
Savage, John, Mrs.....	495.00
Schiffwacher, Charles C.....	887.50
Simmons, C. H.....	60.00
Schwepker, William.....	40.00
Seatch, William.....	100.00
Schmid, Ferdinand.....	35.00
St. Nicholas Skating and Ice Company.....	50.00
Townsend, R.....	40.00
Taylor, Pearson & Co.....	500.00
	\$46,409.02

#### Schedule No. 127, Sundries—

Cherry, William.....	\$135.00
Carroll, James.....	217.50
Conroy & Nolan.....	102.25
Dempsey, Timothy.....	128.75
Gas Consumers' Association.....	16.42
Hill, Thomas.....	880.00
Lehn & Pink.....	38.80
McNamara, John J.....	100.37
Mackay, Charles.....	160.50
Van Ness Company, J. Newton.....	125.00
	\$2,408.59

#### Schedule No. 128—

J. H. Timmerman (City Paymaster), wages of Sweepers, etc., for week ending June 6, 1901.....	\$28,797.25
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#### Schedule No. 129—

J. H. Timmerman (City Paymaster), wages of Department Cart Drivers for week ending June 6, 1901.....	\$14,350.00
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Number of Loads of Material Collected during the Week ending June 9, 1901 (June 3 to 9, inclusive).

	CARTLOADS GARBAGE.	CARTLOADS ASHES.	CARTLOADS REFUSE AND OTHER MATERIAL.	CARTLOADS TOTAL.
Department carts.....	5,445 1/2	27,400 1/2	28,000 1/2	60,846 1/2
Private carts.....	437	8,394	250	9,081
Total.....	5,882 1/2	28,294 1/2	28,250 1/2	62,427 1/2

### BOROUGH OF BROOKLYN.

#### Money:

transmitted to City Chamberlain as follows:	
For picking at dumps for week ending May 18, 1901.....	\$144.00
For picking at dumps for week ending May 25, 1901.....	144.00

#### Bills and Payrolls:

transmitted to Comptroller, as follows:

Schedule No. 102, Sundries—	
Dawney, James.....	\$25.35
".....	70.00



Fuerst Bros. & Co.	\$30 60
Kelley & Loughlin	4 50
Kennedy, James	12 00
Kieselbach, H. C.	9 50
Langler & Sons, N.	30 08
Maher, Dennis F.	324 20
Rahilly, Daniel J.	17 50
The New York and New Jersey Telephone Company	7 00
Wilson, A. T.	2 35
	<b>\$547 68</b>

## Schedule No. 105, Sundries—

Brooklyn Sanitary Company	\$10,833 33
Lacuna, Edw. R.	419 00
Taylor, Robert H.	137 50
	<b>\$11,387 40</b>

## Schedule No. 108—

J. H. Timmerman (City Paymaster), wages of Sweepers, etc., for week ending June 6, 1901	\$11,708 76
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## Schedule No. 109—

J. H. Timmerman (City Paymaster), wages of Drivers for week ending June 6, 1901	\$4,723 53
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Number of Loads of Material Collected during the Week ending June 9, 1901 (June 3 to 9, inclusive).

Asbes	11,002
Sweepings	2,832
Permal asbes	159
	<b>14,003</b>

BOROUGH OF RICHMOND.  
Pay-roll

transmitted to Comptroller as follows:

## Schedule No. 37—

J. H. Timmerman (City Paymaster), wages of Sweepers for week ending June 6, 1901	\$58 69
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BOROUGH OF QUEENS.  
Pay-roll and Bill

transmitted to Comptroller as follows:

## Schedule No. 42—

J. H. Timmerman (City Paymaster), wages of Sweepers, acting as Assistants to Section Foremen, and Mechanics' Helpers, for week ending June 6, 1901	\$254 38
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## Schedule No. 40, Sundries—

Boyle & Barnes Company	\$10 25
Carpenter, John R.	25 50
McGee Laundry Company, Joseph	2 25
Roden & Wise	240 00
Trudgen, Frank	45 00
Weber, Philip J.	7 08
Wood & Son, John A.	23 90
	<b>\$355 58</b>

Number of Loads of Material Collected during the Week ending June 9, 1901 (June 3 to 9, inclusive).

	LOADS IN LOTS	LOADS BY CURB-SIDE	GRAND TOTAL
Asbes	450 1/2	11,002	11,452 1/2
Sweepings	70 1/2	2,832	2,902 1/2
Garbage	1,000	134 1/2	1,134 1/2
Rubbish	1,000	159	1,159
Total	1,520 1/2	14,003	15,523 1/2

F. M. GIBSON, Deputy Commissioner,  
Borough of Manhattan, designated with full powers of Commissioner.

## EXECUTIVE DEPARTMENT.

CITY OF NEW YORK—OFFICE OF THE MAYOR.  
APPOINTMENTS MADE BY THE MAYOR  
JULY 1, 1901.

William E. Wyatt, to be a Justice of the Court of Special Sessions of the First Division of the City of New York, for a term of ten years, commencing July 1, 1901, to succeed Ephraim A. Jacob.

To be Inspectors of Common Schools, Boroughs of Manhattan and The Bronx, for a Term Commencing this Day and Continuing until the 15th Day of February, 1902, or until the Earlier Division of the said Boroughs into Local School-Board Districts, According to Law:

M. Samuel Stern, for the Twenty-seventh School District.  
Sophie B. Scheel, for the Twenty-fourth School District.  
To be Members of the School Board of the Borough of Brooklyn, for a Term Commencing this Day and Continuing until the First Monday of February, 1902:

John P. Leyh, in place of Julius L. Radecke, resigned.  
William S. Hurley, in place of Graham F. Blandy, resigned.  
George Hinken, in place of James Wright, deceased.

—and the following in place of members whose terms expire this day:

Ira L. Bamberger. George E. Nostrand. Adolph Kiehl.

John J. Colgan. John T. Breen. Michael Murphy.

John J. P. Fagan. John J. Cashman. A. T. Sullivan.

James W. Hunt. Andrew J. Dower. John O. F. Hill.

Henry C. McLean. T. J. Farrell. John R. Thompson.

## LOCAL BOARD.

## FIRST DISTRICT, BOROUGH OF RICHMOND.

The Local Board, First District, Borough of Richmond, The City of New York, met at the Borough Office, in the First National Bank Building, at St. George, in said borough, on Tuesday, June 18, 1901, at 10 o'clock in the forenoon.

The roll was called and the following members were present and answered to their names: Councilman Bodine, Alderman Vaughan and President Cromwell.

The minutes of the meeting of June 11, 1901, were duly approved.

## Brook and Jersey Streets, First Ward—Fence.

The matter of the construction of a fence at the corner of Brook and Jersey streets, in the First Ward of the borough, was taken up for consideration and, on motion, laid over owing to the absence of Councilman O'Grady, to whom it was referred on the 21st day of May, 1901.

## Pine Place and Clark Street, Second Ward—Extension.

The matter of the extension of Pine place and Clark street, in the Second Ward of the borough, was taken up for consideration and, on motion, laid over pending the preparation of a map and plan of the district by the Topographical Engineer.

## Main and Clove Avenues, Fourth Ward—Water-mains.

The matter of the petition of Martin Muller and others, for the laying of water-mains in Main avenue and Clove avenue was taken up for consideration and, on motion, referred to Hon. Henry P. Morrison, Deputy Commissioner of Water Supply, for a report.

## Watershed, Fingerboard Road to Broad Street, Second and Fourth Wards—Sewerage System.

The matter of the petition of Charles Beinert and others, dated June 3, 1901, asking that proceedings be initiated for the construction of a suitable sewerage system for the relief of the section from the neighborhood of the Fingerboard road in the Fourth Ward of the borough to the foot of Broad street, in the Second Ward, was taken up for consideration and, on motion, referred to Hon. Henry P. Morrison, Deputy Commissioner of Sewers, for a report.

## Richmond Turnpike to Ward Avenue, Second Ward—Proposed Street.

The following resolution was offered by Councilman Bodine and adopted:

Resolved, That the Local Board, First District, Borough of Richmond, The City of New York, hereby recommends to the Board of Public Improvements of said city that proceedings be initiated to regulate, grade, curb, gutter and macadamize a street sixty feet in width between Richmond turnpike and Ward avenue, in the Second Ward of the Borough of Richmond, the southerly line of said street to begin at a point on the easterly side of Richmond turnpike four hundred and forty-three feet, more or less, northeasterly from the intersection of the northerly line of Louis street with the said easterly line of Richmond turnpike; said southerly line of said proposed street to extend thence in a straight line southeasterly and along the northeasterly line of the property of Louis Dejonge & Co. to a point on Ward avenue distant three hundred and seventy-eight feet, more or less, northeasterly from the intersection of the northerly line of Louis street and the westerly line of Ward avenue produced.

Affirmative—Councilman Bodine, Alderman Vaughan and President Cromwell.

Negative—None.

On motion, the meeting adjourned.

ALBERT E. HADDOCK, Secretary.

## APPROVED PAPERS.

No. 754.

Resolved, That permission be and the same is hereby given to Fred Wolf to place and keep a stand for the sale of newspapers and periodicals under the stairs of the elevated railroad at the northwest corner of Sixth avenue and Twenty-ninth street, in the Borough of Manhattan, provided the said stand shall be erected in conformity with the provisions of chapter 718 of the Laws of 1890 and subject to the provisions of an ordinance to regulate the placing of stands under the stairs of the elevated railroads, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Adopted by the Board of Aldermen, June 4, 1901.

Adopted by the Council, June 11, 1901.

Received from his Honor the Mayor, June 25, 1901, 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.

## DEPARTMENT OF BRIDGES.

DEPARTMENT OF BRIDGES,  
CITY OF NEW YORK,  
COMMISSIONER'S OFFICE,  
PARK ROW BUILDING,  
MANHATTAN, NEW YORK CITY, N. Y.,  
June 19, 1901.

Supervisor of the City Record:

SIR—By virtue of the authority in me vested, I hereby appoint E. J. Fisher of No. 1350 Fifth avenue, Manhattan, John Dwyer of No. 81 Hamilton street, Manhattan, and Cornelius Kelly of No. 53 New Chambers street, Manhattan, being three of the five persons duly certified to me from the preferred list of Conductors formerly employed on the New York and Brooklyn Bridge by the Civil Service Commission, by its certificate dated June 28, 1901, as Bridge Keepers on the Willis Avenue Bridge, at a compensation of \$900 per annum, to date from July 1, 1901.

Respectfully,

JOHN L. SHEA,  
Commissioner of Bridges.

DEPARTMENT OF BRIDGES,  
CITY OF NEW YORK,  
COMMISSIONER'S OFFICE,  
PARK ROW BUILDING,  
MANHATTAN, NEW YORK CITY, N. Y.,  
June 20, 1901.

Supervisor of the City Record:

SIR—By virtue of the authority in me vested, I hereby appoint George Mayer of No. 345 East Twenty-third street, being one of the three persons duly certified to me from the preferred list of Platform Men formerly employed on the New York and Brooklyn Bridge, by the Civil Service Commission, by its certificate dated June 28, 1901, as Bridge Keeper on the Willis Avenue Bridge, at a compensation of \$900 per annum, to date from July 1, 1901.

Respectfully,

JOHN L. SHEA,  
Commissioner of Bridges.

## DEPARTMENT OF PARKS.

THE CITY OF NEW YORK,  
DEPARTMENT OF PARKS,  
OFFICE OF COMMISSIONER FOR THE  
BOROUGH OF THE BRONX,  
ZEBROWSKI MANSION, CLAREMONT PARK,  
June 29, 1901.

Supervisor of the City Record:

DEAR SIR—Pursuant to section 1546, chapter 378, Laws of 1897, I hereby notify you, for publication in the CITY RECORD, that Timothy Coad, Fourth street, near Union avenue, Westchester, has been appointed Laborer, at \$2 per day.

Respectfully yours,

AUGUST MOEBUS,  
Commissioner of Parks,  
Borough of The Bronx.

## 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 of the places where such offices are kept and such Courts are held; together with the hours of Departments and Courts:

## EXECUTIVE DEPARTMENT.

Mayor's Office  
No. 6 City Hall, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.  
ROBERT A. VAN WYCK, Mayor.  
ALBERT M. DAWSON, Private Secretary.

Bureau of Licenses  
9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.  
DAVID J. ROONEY, Chief of Bureau.  
Principal Office, Room 3, City Hall, Greenwich W. BROWN, Jr., Deputy Chief in Boroughs of Manhattan and The Bronx.  
Branch Office, Room 22, Borough Hall, Brooklyn: WILLIAM H. JOHNSON, Deputy Chief in Borough of Brooklyn.  
Branch Office, "Richmond Building," New Brighton: S. L. WILLIAM H. MCCANN, Deputy Chief in Borough of Richmond.  
Branch Office, "Hackett Building," Long Island City: PETER FLANNAGAN, Deputy Chief in Borough of Queens.

THE CITY RECORD OFFICE,  
and Bureau of Printing, Stationery and Blank Books.  
No. 2 City Hall, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.  
WILLIAM A. BUTLER, Supervisor: SOLOMON BROOK, Deputy Supervisor: THOMAS C. CORWELL, Deputy Supervisor and Accountant.

## MUNICIPAL ASSEMBLY.

THE COUNCIL.  
RABENOLD CUDDEHUNTER, President of the Council.  
P. J. SCULLY, City Clerk.  
Clerk's office open from 10 A. M. to 4 P. M.; Saturdays, 10 A. M. to 12 M.

## BOARD OF ALDERMEN.

THOMAS F. WOODS, President.  
MICHAEL F. BLAKE, Clerk.

## COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115, Stewart Building, 9 A. M. to 4 P. M.  
JOHN C. HEURLEN and EDWARD OWEN, Commissioners.

## BOROUGH PRESIDENTS.

Borough of Manhattan.  
Office of the President of the Borough of Manhattan, Nos. 10, 11 and 12 City Hall, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.  
JAMES J. COGGAN, President.  
IRA EDGAR RIDER, Secretary.

## Borough of The Bronx.

Office of the President of the Borough of The Bronx, corner Third avenue and One Hundred and Seventy-seventh street, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.  
LOUIS F. HAPPEL, President.

## Borough of Brooklyn.

President's Office, No. 11 Borough Hall, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.  
EDWARD M. GROUT, President.

## Borough of Queens.

FREDERICK BOWLEY, President.  
Office, Long Island City, 9 A. M. to 4 P. M.; Saturdays, from 9 A. M. until 12 M.

## Borough of Richmond.

GEORGE CROMWELL, President.  
Office of the President, First National Bank Building, New Brighton: 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.

## BOARD OF ARMORY COMMISSIONERS.

THE MAYOR, ROBERT A. VAN WYCK, Chairman: THE PRESIDENT OF THE DEPARTMENT OF TAXES AND ASSESSMENTS, THOMAS L. FETTER, Secretary: THE COMMISSIONERS OF PUBLIC BUILDINGS, LIGHTING AND SUPPLIES, HENRY S. KEARNEY: BRIGADIER-GENERAL JAMES MCLEOD and BRIGADIER-GENERAL MCCOSKEY, BUTY, Commissioners.

Address: THOMAS L. FETTER, Secretary, Stewart Building.  
Office hours: 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.

## PUBLIC ADMINISTRATOR.

No. 119 Nassau street, 9 A. M. to 4 P. M.  
WILLIAM M. HORN, Public Administrator.



**PUBLIC ADMINISTRATOR, KINGS COUNTY.**

No. 180 Montague street, Brooklyn, 9 A. M. to 4 P. M., except Saturdays in June, July and August, 9 A. M. to 4 P. M.  
WM. B. DAVENPORT, Public Administrator.

**PUBLIC ADMINISTRATOR, QUEENS COUNTY.**

No. 123 Third street, Long Island City,  
CHARLES A. WADSWORTH, Public Administrator.

**COMMISSIONERS OF THE SINKING FUND.**

The Mayor, Chairman; RUD S. COLE, Comptroller; PATRICK KENNEDY, Chamberlain; RICHARD GUGLIEMINI, President of the Council; and ROBERT M. CHAMBERLAIN, Finance Committee, Board of Aldermen, Members. EDWARD J. LEVY, Secretary.  
Office of Secretary, Room No. 12, Stewart Building.

**BOARD OF ESTIMATE AND APPORTIONMENT.**

The Mayor, Chairman; THOMAS L. PETERSON (President, Department of Taxes and Assessments), Secretary; the COMPTROLLER, PRESIDENT OF THE COUNCIL; and the CORPORATION COUNCIL, Members; CHARLES V. ADER, Clerk.  
Office of Clerk, Department of Taxes and Assessments, Room B, Stewart Building, 9 A. M. to 4 P. M., Saturdays, 12 M.

**AQUEDUCT COMMISSIONERS.**

Room 227 Stewart Building, 210 Broad, 9 A. M. to 4 P. M.  
JOHN J. RYAN, Chairman; MAURICE J. POWER, WILLIAM H. TEN PACE, JOHN P. WASHINGTON and THE MAYOR and COMPTROLLER, Commissioners; HARRY W. WADSWORTH, Secretary; WILLIAM H. HILL, Chief Engineer.

**DEPARTMENT OF FINANCE.**

Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.  
RUD S. COLE, Comptroller.  
MICHAEL J. DAVEY, ROGER J. LEVY, Deputy Comptrollers.

**Auditing Bureau.**

JOHN P. GUGLIEMINI, Auditor of Accounts.  
F. J. W. STANLEY, Auditor of Accounts.  
J. J. BARTON, Auditor of Accounts.  
MICHAEL GUGLIEMINI, Auditor of Accounts.  
WILLIAM H. HILL, Auditor of Accounts.  
EDWARD J. LEVY, Auditor of Accounts.  
FRANK B. CLARK, Auditor of Accounts.  
WILLIAM L. LEVY, Auditor of Accounts.  
JAMES F. McKEOWN, Auditor of Accounts.  
PHILIP J. McKEOWN, Auditor of Accounts.  
JEREMIAH T. MANHART, Auditor of Accounts.

**Bureau for the Collection of Assessments and Arrears.**

EDWARD GILSON, Collector of Assessments and Arrears.  
EDWARD A. STANTON, Deputy Collector of Assessments and Arrears, Borough of Manhattan.  
JAMES E. STANTON, Deputy Collector of Assessments and Arrears, Borough of The Bronx.  
MICHAEL O'KEEFE, Deputy Collector of Assessments and Arrears, Borough of Brooklyn.  
JOHN F. ROSS, Deputy Collector of Assessments and Arrears, Borough of Queens.  
GEORGE BRANT, Deputy Collector of Assessments and Arrears, Borough of Richmond.

**Bureau for the Collection of Taxes.**

DAVID F. AUSTIN, Receiver of Taxes.  
JOHN J. McKEOWN, Deputy Receiver of Taxes, Borough of Manhattan.  
JOHN B. LINDSEY, Deputy Receiver of Taxes, Borough of The Bronx.  
JAMES B. BOGUE, Deputy Receiver of Taxes, Borough of Brooklyn.  
FREDERICK W. BLACKWELL, Deputy Receiver of Taxes, Borough of Queens.  
MATTHEW S. TULLY, Deputy Receiver of Taxes, Borough of Richmond.

**Bureau for the Collection of City Revenue and of Markets.**

DAVID O'BRIEN, Collector of City Revenue and Superintendent of Markets.  
ALEXANDER MEACHAM, Clerk of Markets.

**Bureau of the City Chamberlain.**

PATRICK KENNEDY, City Chamberlain.  
JOHN H. CAMPBELL, Deputy Chamberlain.

**Office of the City Paymaster.**

No. 84 Chambers street and No. 55 Rensselaer street.  
JOHN H. TIMMERMAN, City Paymaster.

**BOARD OF PUBLIC IMPROVEMENTS.**

Nos. 13 to 21 Park Row, 12th floor, 9 A. M. to 4 P. M., Saturdays, 9 A. M. to 12 M.  
MAURICE F. HOLAHAN, President.  
JOHN H. MOORE, Secretary.

**Department of Highways.**

Nos. 13 to 21 Park Row, 9 A. M. to 4 P. M.  
JAMES P. KEATING, Commissioner of Highways.  
WILLIAM N. SHANNON, Deputy for Manhattan.  
THOMAS R. FARRER, Deputy for Brooklyn.  
JAMES H. MALONEY, Deputy for Bronx.  
CHARLES C. WHEEL, Deputy for Queens.  
HENRY P. MORRISON, Deputy and Chief Engineer for Richmond, Office, "Richmond Building," corner Richmond Terrace and York avenue, New Brighton, S. I.

**Department of Sewers.**

Nos. 13 to 21 Park Row, 9 A. M. to 4 P. M.  
JAMES KANE, Commissioner of Sewers.  
MATTHEW F. DONOHUE, Deputy for Manhattan.  
THOMAS J. BYRNE, Deputy for Bronx, Office, Third avenue and One Hundred and Seventy-seventh street.  
WILLIAM BRENNAN, Deputy for Brooklyn, Office, Municipal Building, Room 49.  
MATTHEW J. GORMAN, Deputy Commissioner of Sewers, Borough of Queens, Office, Hackensack Building, Long Island City.  
HENRY P. MORRISON, Deputy Commissioner and Chief Engineer of Sewers, Borough of Richmond, Office, "Richmond Building," corner Richmond Terrace and York avenue, New Brighton, S. I.

**Department of Bridges.**

Nos. 13 to 21 Park Row, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.  
JOHN L. SHIRA, Commissioner.  
THOMAS H. YORK, Deputy.  
SAMUEL R. PROBARCO, Chief Engineer.  
MATTHEW H. MOORE, Deputy for Bronx.  
HARRY BEAM, Deputy for Brooklyn.  
JOHN E. BACKUS, Deputy for Queens.

**Department of Water Supply.**

Nos. 13 to 21 Park Row, Office hours, 9 A. M. to 4 P. M.  
WILLIAM DALTON, Commissioner of Water Supply.  
JAMES H. HANLEY, Deputy Commissioner, Borough of Manhattan.  
GEORGE W. HIRSHALL, Chief Engineer.  
W. G. RYAN, Water Registrar.  
JAMES MOFFETT, Deputy Commissioner, Borough of Brooklyn, Municipal Building, Brooklyn.  
LAWRENCE GUNN, Deputy Commissioner, Borough of Queens, Long Island City.  
THOMAS J. MULLIGAN, Deputy Commissioner, Borough of The Bronx, Corona Park Building.  
HENRY P. MORRISON, Deputy Commissioner, Borough of Richmond, Office, "Richmond Building," corner Richmond Terrace and York avenue, New Brighton, S. I.

**Department of Street Cleaning.**

Nos. 13 to 21 Park Row, 9 A. M. to 4 P. M.  
PERCY E. NADEL, Commissioner.  
F. M. GIBSON, Deputy Commissioner for Borough of Manhattan.  
PATRICK H. QUINN, Deputy Commissioner for Borough of Brooklyn, Room 37, Municipal Building.  
JOSEPH LEBLANC, Deputy Commissioner for Borough of The Bronx, No. 534 Willis avenue.  
JAMES F. O'BRIEN, Deputy Commissioner for Borough of Queens, No. 48 Jackson avenue, Long Island City.

**Department of Buildings, Lighting and Supplies.**

Nos. 13 to 21 Park Row, 9 A. M. to 4 P. M.  
HARRY S. KRAEY, Commissioner of Public Buildings, Lighting and Supplies.  
PATRICK J. DONAHUE, Deputy Commissioner for Manhattan.  
GEO. E. RUST, Deputy Commissioner for The Bronx.  
JAMES J. KIRWIN, Deputy Commissioner for Brooklyn.  
JOHN FOWLER, Deputy Commissioner for Queens.  
EDWARD L. MILLER, Deputy Commissioner for Richmond.

**LAW DEPARTMENT.****Office of Corporation Counsel.**

State-Zetland Building, 3d and 4th floors, 9 A. M. to 5 P. M., Saturdays, 9 A. M. to 12 M.  
JOHN WHALEY, Corporation Counsel.  
THOMAS CONNOLLY, W. W. LARSEN, JR., CHARLES BLASBY, GEORGE HILL, Assistants.  
WILLIAM J. CARR, Assistant Corporation Counsel for Brooklyn.

**Office for Collection of Arrears of Personal Taxes.**

Stewart Building, Broadway and Chambers street, 9 A. M. to 4 P. M.  
JAMES C. SPENCER, Assistant Corporation Counsel.

**Bureau for the Recovery of Tonnage.**

Nos. 129 and 131 Nassau street.  
ANDREW T. KIRWAN, Assistant Corporation Counsel.

**Department of Street Opening.**

Nos. 90 and 92 West Broadway.  
JOHN P. DUNN, Assistant to Corporation Counsel.

**POLICE DEPARTMENT.****Central Office.**

No. 100 Mulberry street, 9 A. M. to 4 P. M.  
MICHAEL E. MURPHY, Commissioner.  
WILLIAM E. DUNPHY, First Deputy Commissioner.  
FREDERICK J. YORK, Second Deputy Commissioner.

**BOARD OF ELECTIONS.****Borough of Manhattan.**

No. 300 Mulberry street, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.  
Commissioners: JOHN H. VANDERBILT (President), CHARLES B. PAGE (Secretary), JOHN MASON, MICHAEL J. DAVEY.

**Borough of Brooklyn.**

No. 16 Smith street.

**Borough of The Bronx.**

One Hundred and Thirty-eighth street and Mott street.

**Borough of Queens.**

Police Station, Astoria.

**Borough of Richmond.**

Staten Island Savings Bank Building, Stapleton, S. I.

**DEPARTMENT OF PUBLIC CHARITIES.****Central Office.**

Foot of East Twenty-ninth street, 9 A. M. to 4 P. M.  
JOHN W. KELLER, President of the Board; Commissioner for Manhattan and Bronx.  
THOMAS S. BURNHAM, Deputy Commissioner.  
ANDREW H. GORTING, Commissioner for Brooklyn and Queens, Nos. 107 and 108 Livingston street, Brooklyn.

**EDWARD GLINER, Deputy Commissioner.**

JAMES FARR, Commissioner for Richmond.  
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.

Out-door Poor Department. Office hours, 5:30 A. M. to 4:30 P. M.

Department for Care of Destitute Children, No. 46 Third avenue, 5:30 A. M. to 8:30 P. M.

**DEPARTMENT OF CORRECTION.****Central Office.**

No. 148 East Twentieth street. Office hours from 9 A. M. to 4 P. M.; Saturdays to 12 M.  
FRANK J. LANTY, Commissioner.  
N. O. FARMING, Deputy Commissioner.  
JOHN MORRISSEY GRAY, Deputy Commissioner for Boroughs of Brooklyn and Queens.

**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.  
JOHN J. SCANNELL, Fire Commissioner.  
JAMES H. TULLY, Deputy Commissioner, Boroughs of Brooklyn and Queens.  
ALFRED T. DOUGHERTY, Secretary.  
EDWARD F. COLEMAN, Chief of Department and in Charge of Fire-alarm Telegraph.  
JAMES DALE, Deputy Chief, in Charge of Boroughs of Brooklyn and Queens.  
GEORGE E. MURRAY, Inspector of Combustibles.  
PETER SNEY, Fire Marshal, Boroughs of Manhattan, The Bronx and Richmond.  
ALONZO BEYNER, Fire Marshal, Boroughs of Brooklyn and Queens.

Central Office open at all hours.  
Committee to examine persons who handle explosives meets Thursday of each week, at 8 o'clock P. M.

**DEPARTMENT OF DOCKS AND FERRIES.**

Pier "A," N. R., Battery Place.  
J. SERGEANT CRAM, President; CHARLES F. MURPHY, Treasurer; PETER F. MEYER, Commissioners.  
WILLIAM H. BURKE, Secretary.  
Office hours, 9 A. M. to 4 P. M.; Saturdays, 12 M.

**DEPARTMENT OF HEALTH.**

Southwest corner of Fifty-fifth street and Sixth avenue, 9 A. M. to 4 P. M.  
Burial Permit and Contagious Disease Offices always open.

JOHN B. SEXTON, President, and WILLIAM T. JENKINS, M. D., JOHN B. COFFEY, M. D., THE PRESIDENT OF THE POLICE BOARD, ex-officio, and the HEALTH OFFICER OF THE PORT, ex-officio, Commissioners.  
CASPAR GOLDBERMAN, Secretary pro tem.  
CHARLES F. ROBERTS, M. D., Sanitary Superintendent.

FREDERICK H. DILLINGHAM, M. D., Assistant Sanitary Superintendent, Borough of Manhattan.

EDMOND MOWAT, M. D., Assistant Sanitary Superintendent, Borough of The Bronx.

ROBERT A. BLACK, M. D., Assistant Sanitary Superintendent, Borough of Brooklyn.

ORRIS L. LORIE, M. D., Assistant Sanitary Superintendent, Borough of Queens.

JOHN L. FREED, M. D., Assistant Sanitary Superintendent, Borough of Richmond.

**DEPARTMENT OF PARKS.**

GEORGE C. CLARK, President, Park Board, Commissioner in Manhattan and Richmond.  
WILLIAM HOLLY, Secretary, Park Board.  
Offices, Arsenal, Central Park.  
GEORGE V. BROWN, Commissioner in Brooklyn and Queens.  
Offices, City Hall, Brooklyn, and Litchfield mansion, Prospect Park.  
ALBERT MORGAN, Commissioner in Borough of The Bronx.  
Offices, Zimwaski mansion, Claremont Park.  
Office hours, 9 A. M. to 4 P. M.; Saturdays, 12 M.

**Art Commissioners.**

SAMUEL P. AYER, DANIEL L. FRENCH, Commissioners.

**DEPARTMENT OF BUILDINGS.**

Main Office, No. 120 Fourth avenue, Borough of Manhattan. Office hours, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.  
JAMES G. WALLACE, President of the Board of Buildings and Commissioner for the Boroughs of Manhattan and The Bronx.

JOHN GUILFOYLE, Commissioner for the Borough of Brooklyn.

DANIEL CAMPBELL, Commissioner for the Boroughs of Queens and Richmond.

A. J. JOHNSON, Secretary.

Office of the Department for the Boroughs of Manhattan and The Bronx, No. 200 Fourth avenue, Borough of Manhattan.

Office of the Department for the Borough of Brooklyn, Borough Hall, Borough of Brooklyn.

Office of the Department for the Boroughs of Queens and Richmond, Richmond Hall, New Brighton, Staten Island, Borough of Richmond. Branch office: Room 1, second floor, Town Hall, Jamaica, Long Island, Borough of Queens.

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Courts open on 5 A. M. until 1 P. M.  
*City Magistrate*—HENRY A. BRACK, ROBERT C.  
 SMITH, LEON E. CLARK, JAMES M. DOWD,  
 HENRY A. FLANNERY, LORENZ ZELLER, CLARENCE W.  
 DEANE, JOHN D. MOY, THOMAS POOL, JOHN B. MAY,  
 LEONARD HOGAN, WILLIAM H. OLMPHORN.  
*PHILIP BEACH, Secretary.*  
 First District—Criminal Court Building  
 Second District—Jefferson Market  
 Third District—No. 10 Essex street.  
 Fourth District—Fifteen South street, near Long-  
 avenue.  
 Fifth District—One Hundred and Twenty-two  
 street, southeastern corner of city hall place.  
 Sixth District—One Hundred and Fifty-eighth street  
 and Third avenue.  
 Seventh District—Fifty fourth street, west of Eighth  
 avenue.

JOHN L. CHASE, JR., CLERK. EDWARD MORAN, CLERK.  
 Clerk's office open from 9 A. M. to 4 P. M.  
 Second District—Seventh, Eighth, Ninth, Eleventh,  
 Twelfth, Fourteenth, Twentieth and Twenty-  
 first Wards. Court-house located at No. 724 Broad-  
 way, Brooklyn.  
 EDWARD H. VAN WARE, JUSTICE. WILLIAM H. ALLEN,  
 CLERK.  
 Clerk's office open from 9 A. M. to 4 P. M.  
 Third District—Includes the Thirteenth, Fourteenth,  
 fifteenth, sixteenth, seventeenth, Eighteenth and  
 nineteenth Wards. Court-house, Nos. 6 and 8 Lee  
 street, Brooklyn.  
 WILLIAM J. LYNCH, JUSTICE. JOHN W. CALDWELL,  
 CLERK.  
 Clerk's office open from 9 A. M. until 4 P. M. Court  
 open at two o'clock.

NOTICE IS HEREBY GIVEN THAT THE Board of Public Improvements of the City of New York, deeming it for the public interest so to do, proposes to alter the map or plan of The City of New York by laying out as a public place the land known as Eldert land, in the 12th ward, bounded by Grand and Denmore avenue, in the Twenty-ninth Ward, Borough of Manhattan, in the City of New York, and that a meeting of said Board will be held in the office of the said Board, at Nos. 12 to 14 Park row, Borough of Manhattan, on the 17th day of July, 1901, at 2 o'clock P. M., at which such proposed laying out will be considered by said Board: all of which is more particularly set forth and described in the following resolutions, adopted by

beginning at the intersection of the westerly curb line of Bond Street with the centre line of Union Street, the elevation to be 2 feet above mean high-water datum as hereinafter:

Thence easterly to a point distant 125 feet, the grade to be 2 feet above mean high-water datum;

Thence easterly to the Union Street Bridge over Gowanus canal, from Bond Street to Union Street, in the Borough of Brooklyn, City of New York, more fully and clearly described as follows:

Beginning at the intersection of the westerly curb line of Bond Street with the centre line of Union Street, the elevation to be 2 feet above mean high-water datum as hereinafter:

Thence easterly to a point distant 125 feet, the grade to be 2 feet above mean high-water datum;

Thence easterly to the Union Street Bridge over Gowanus canal, the elevation to be 2 feet above mean high-water datum;



Thence westerly across said bridge, the elevation to be 74 feet above mean high-water datum;

Thence easterly to the center line of Nevins street, the elevation to be 8 feet above mean high-water datum as heretofore.

Resolved, That this Board consider the proposed change of grade of the above-named bridge approaches at a meeting of this Board to be held in the office of this Board on the 17th day of July, 1901, at 2 o'clock p. m.

Resolved, That the Secretary of this Board cause these resolutions, and a notice to all persons affected thereby that the proposed change of grade of the above-named bridge approaches will be considered at a meeting of this Board to be held at the aforesaid time and place, to be published in the City Record and corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 17th day of July, 1901.

Dated New York, July 2, 1901.

JOHN H. MOONEY,  
Secretary.

**BOARD OF PUBLIC IMPROVEMENTS.**  
Nos. 19 to 21 PARK ROW, BOROUGH OF MANHATTAN.

**NOTICE IS HEREBY GIVEN THAT THE** Board of Public Improvements of the City of New York, deeming it for the public interest so to do, proposes to alter the map or plan of the City of New York by laying out West Fourth street, from Avenue U to Avenue T, in the Thirty-first Ward, Borough of Brooklyn, City of New York, and that a meeting of the said Board will be held in the office of the said Board, at Nos. 19 to 21 Park row, Borough of Manhattan, on the 17th day of July, 1901, at 2 o'clock p. m., at which such proposed laying out will be considered by said Board; all of which is more particularly set forth and described in the following resolutions, adopted by said Board on the 26th day of June, 1901, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Public Improvements of the City of New York, in pursuance of the provisions of section 43 of chapter 378, Laws of 1897, deeming it for the public interest so to do, proposes to alter the map or plan of the City of New York by laying out West Fourth street, from Avenue U to Avenue T, in the Thirty-first Ward, Borough of Brooklyn, City of New York, more particularly described as follows:

Beginning at a point on the northern side line of Avenue U distant 200 feet easterly from eastern side line of West Fifth street, as laid down on the Town Survey Commissioner's Map of Kings County filed in the office of the Register, June 17, 1874.

Thence westerly and parallel to the eastern side line of West Fifth street to the southern side line of Avenue T, as laid down on Town Survey Commissioner's Map of Kings County filed in the office of the Register, June 17, 1874.

The eastern side line of West Fourth street is the feet from and parallel to the preceding course.

Resolved, That this Board consider the proposed laying out of the above-named street at a meeting of this Board to be held in the office of this Board on the 17th day of July, 1901, at 2 o'clock p. m.

Resolved, That the Secretary of this Board cause these resolutions, and a notice to all persons affected thereby that the proposed laying out of the above-named street will be considered at a meeting of this Board to be held at the aforesaid time and place, to be published in the City Record and corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 17th day of July, 1901.

Dated New York, July 2, 1901.

JOHN H. MOONEY,  
Secretary.

**BOARD OF PUBLIC IMPROVEMENTS.**  
Nos. 19 to 21 PARK ROW, BOROUGH OF MANHATTAN.

**NOTICE IS HEREBY GIVEN THAT THE** Board of Public Improvements of the City of New York, deeming it for the public interest so to do, proposes to alter the map or plan of the City of New York by the closing and discontinuing of Hubbard street, from Harway avenue to Mill road, in the Thirty-first Ward, Borough of Brooklyn, City of New York, and that a meeting of the said Board will be held in the office of the said Board, at Nos. 19 to 21 Park row, Borough of Manhattan, on the 17th day of July, 1901, at 2 o'clock p. m., at which such proposed closing and discontinuing will be considered by said Board; all of which is more particularly set forth and described in the following resolutions, adopted by said Board on the 26th day of June, 1901, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Public Improvements of the City of New York, in pursuance of the provisions of section 43 of chapter 378, Laws of 1897, deeming it for the public interest so to do, proposes to alter the map or plan of the City of New York by the closing and discontinuing of Hubbard street, from Harway avenue to Mill road, in the Thirty-first Ward, Borough of Brooklyn, City of New York, more particularly described as follows:

Beginning at the intersection of the northeastern side line of Harway avenue with the northwestern side line of Hubbard street.

Thence northerly along the northwestern side line of Hubbard street to its intersection with the southwestern side line of Mill road.

Thence southerly along the southwestern side line of Mill road to its intersection with the southeastern side line of Hubbard street.

Thence westerly along the southeastern side line of Hubbard street to its intersection with the northwestern side line of Harway avenue.

Thence northwesterly along the northeastern side line of Harway avenue to the point of beginning.

Resolved, That this Board consider the proposed closing and discontinuing of the above-named street at a meeting of this Board to be held in the office of this Board on the 17th day of July, 1901, at 2 o'clock p. m.

Resolved, That the Secretary of this Board cause these resolutions, and a notice to all persons affected thereby that the proposed closing and discontinuing of the above-named street will be considered at a meeting of this Board to be held at the aforesaid time and place, to be published in the City Record and corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 17th day of July, 1901.

Dated New York, June 25, 1901.

JOHN H. MOONEY,  
Secretary.

**BOARD OF PUBLIC IMPROVEMENTS.**  
Nos. 19 to 21 PARK ROW, BOROUGH OF MANHATTAN.

**NOTICE IS HEREBY GIVEN THAT THE** Board of Public Improvements of the City of New York, deeming it for the public interest so to do, proposes to alter the map or plan of the City of New York by changing the grade in Seventy-fourth street, from Seventh avenue to Twelfth avenue, in the Thirtieth Ward, Borough of Brooklyn, City of New York, and that a meeting of the said Board will be held in the office of the said Board, at Nos. 19 to 21 Park row, Borough of Manhattan, on the 17th day of July, 1901, at 2 o'clock p. m., at which such proposed change of grade will be considered by said Board; all of which is more particularly set forth and described in the following resolutions, adopted by said Board on the 15th day of June, 1901, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Public Improvements of the City of New York, in pursuance of the provisions of section 43 of chapter 378, Laws of 1897, deeming it for the public interest so to do, proposes to alter the map or plan of the City of New York by changing the grade in Seventy-fourth street, from Seventh avenue to Twelfth avenue, in the Thirtieth Ward, Borough of Brooklyn, City of New York, more particularly described as follows:

Beginning at the intersection of Seventy-fourth street and Seventh avenue, the elevation to be 70.0 feet above mean high-water datum as heretofore.

Thence westerly to the intersection of East Hamilton avenue, the elevation to be 69.2 feet above mean high-water datum.

Thence easterly to a point distant 325 feet from the intersection of the easterly side line of East Hamilton avenue with the northern side line of Seventy-fourth street, the elevation to be 62.2 feet above mean high-water datum.

Thence westerly to the intersection of Tenth avenue, the elevation to be 61.3 feet above mean high-water datum.

Thence easterly to the intersection of Eleventh avenue, the elevation to be 60.5 feet above mean high-water datum.

Thence westerly to the intersection of Twelfth avenue, the elevation to be 59.7 feet above mean high-water datum, as heretofore.

All elevations refer to mean high-water datum as established by Department of Highways, Borough of Brooklyn.

Resolved, That this Board consider the proposed change of grade of the above-named street at a meeting of this Board to be held in the office of this Board on the 17th day of July, 1901, at 2 o'clock p. m.

Resolved, That the Secretary of this Board cause these resolutions, and a notice to all persons affected thereby that the proposed change of grade of the above-named street will be considered at a meeting of this Board to be held at the aforesaid time and place, to be published in the City Record and corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 17th day of July, 1901.

Dated New York, June 25, 1901.

JOHN H. MOONEY,  
Secretary.

**BOARD OF PUBLIC IMPROVEMENTS.**  
Nos. 19 to 21 PARK ROW, BOROUGH OF MANHATTAN.

**NOTICE IS HEREBY GIVEN THAT THE** Board of Public Improvements of the City of New York, deeming it for the public interest so to do, proposes to alter the map or plan of the City of New York by the laying out of a public place on the property known as "Francis's Tavern," at Pearl street and Broad street, and the Lots Nos. 27, 28, 29, 30, 31, 32, 33, 34, adjacent thereto, in the First Ward, Borough of Manhattan, City of New York, and that a meeting of the said Board will be held in the office of the said Board, at Nos. 19 to 21 Park row, Borough of Manhattan, on the 17th day of July, 1901, at 2 o'clock p. m., at which such proposed laying out will be considered by said Board; all of which is more particularly set forth and described in the following resolutions, adopted by said Board on the 15th day of June, 1901, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Public Improvements of the City of New York, in pursuance of the provisions of section 43 of chapter 378, Laws of 1897, deeming it for the public interest so to do, proposes to alter the map or plan of the City of New York by the laying out of a public place on the property known as "Francis's Tavern," at Pearl street and Broad street, and the Lots Nos. 27, 28, 29, 30, 31, 32, 33, 34, adjacent thereto, in the First Ward, Borough of Manhattan, City of New York.

Resolved, That this Board consider the proposed laying out of a public place on the above-named property at a meeting of this Board to be held in the office of this Board on the 17th day of July, 1901, at 2 o'clock p. m.

Resolved, That the Secretary of this Board cause these resolutions, and a notice to all persons affected thereby that the proposed laying out of a public place on the above-named property will be considered at a meeting of this Board to be held at the aforesaid time and place, to be published in the City Record and corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 17th day of July, 1901.

Dated New York, June 25, 1901.

JOHN H. MOONEY,  
Secretary.

**BOARD OF PUBLIC IMPROVEMENTS.**  
Nos. 19 to 21 PARK ROW, BOROUGH OF MANHATTAN.

**NOTICE IS HEREBY GIVEN THAT THE** Board of Public Improvements of the City of New York, deeming it for the public interest so to do, proposes to alter the map or plan of the City of New York by laying out Bonner place, in the block bounded by East One Hundred and Sixty-third street, Morris avenue, East One Hundred and Sixty-fourth street and College avenue, running easterly from Morris avenue for 225 feet, in the Borough of the Bronx, City of New York, and that a meeting of the said Board will be held in the office of the said Board, at Nos. 19 to 21 Park row, Borough of Manhattan, on the 17th day of July, 1901, at 2 o'clock p. m., at which such proposed laying out will be considered by said Board; all of which is more particularly set forth and described in the following resolutions, adopted by said Board on the 15th day of June, 1901, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Public Improvements of the City of New York, in pursuance of the provisions of section 43 of chapter 378, Laws of 1897, deeming it for the public interest so to do, proposes to alter the map or plan of the City of New York by laying out Bonner place, in the block bounded by East One Hundred and Sixty-third street, Morris avenue, East One Hundred and Sixty-fourth street and College avenue, running easterly from Morris avenue for 225 feet, in the Borough of the Bronx, City of New York, more particularly described as follows:

Beginning at a point on the eastern line of Morris avenue, distant 175.0 feet northerly of the north side of East One Hundred and Sixty-third street.

Thence easterly deflecting 90 degrees to the right for 225.0 feet.

Thence northerly deflecting 90 degrees to the left for 40.0 feet.

Thence westerly deflecting 90 degrees to the left for 225.0 feet to the eastern line of Morris avenue.

Thence southerly along said east line of Morris avenue for 40.0 feet to the point of beginning.

Resolved, That this Board consider the proposed laying out of the above-named place at a meeting of this Board to be held in the office of this Board on the 17th day of July, 1901, at 2 o'clock p. m.

Resolved, That the Secretary of this Board cause these resolutions, and a notice to all persons affected thereby that the proposed laying out of the above-named place will be considered at a meeting of this Board to be held at the aforesaid time and place, to be published in the City Record and corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 17th day of July, 1901.

Dated New York, June 25, 1901.

JOHN H. MOONEY,  
Secretary.

#### QUARANTINE COMMISSION.

STATE OF NEW YORK,  
BOARD OF COMMISSIONERS OF QUARANTINE,  
June 27, 1901.

#### NOTICE TO CONTRACTORS.

**SEALED PROPOSALS FOR COMPLETING** buildings under reconstruction, and connecting corridors and office pavilion and adding porches at the Upper Quarantine Station, Hoffman's Island, New York City, may be sent by mail, or delivered in person, up to 12 o'clock a. m., on

**MONDAY, THE 16TH DAY OF JULY, 1901,**

to Frederick H. Schroeder, President of the Board of Commissioners of Quarantine, No. 1 Broadway, New York City, at which time and place the Board of Managers will receive and open all proposals.

Drawings and specifications may be consulted, and blank forms of proposals obtained at the office of the Board of Commissioners of Quarantine, No. 1 Broadway, New York City, or at the office of G. L. Heins, State Architect, in the Capitol at Albany, New York.

Contracts will be awarded to the lowest responsible and reliable bidder, unless the bids exceed the amount of funds available therefor, in which case the Board of Managers reserves the right to reject all bids.

NEW YORK CITY, June 27, 1901.

FREDERICK H. SCHROEDER,  
President, Board of Quarantine Commissioners.  
CHAS. E. DEUTCH, Secretary.

#### THE CITY RECORD.

THE CITY RECORD is PUBLISHED DAILY, Sundays and legal holidays excepted, at No. 2 City Hall, New York City. Annual subscription, \$2.50, postage prepaid.

WILLIAM A. BUTLER,  
Superintendent.

#### NEW EAST RIVER BRIDGE COMMISSION.

No. 248 BROADWAY, BOROUGH OF MANHATTAN, JUNE 27, 1901.

THE COMMISSION OF THE NEW EAST RIVER BRIDGE will sell separately and not in parcels, at public auction, to the highest bidder on the

#### 10th DAY OF JULY, 1901,

at ten o'clock a. m., on the premises, all the buildings and parts of buildings and existing structures, with all the materials in or appertaining thereto then contained within the following-described parcels of land, situate in the Borough of Manhattan, in the City of New York, to wit:

#### PARCEL "A."

Beginning at a point on the westerly side of Tompkins street distant 100 feet 6 inches southerly from the southwesterly corner of Tompkins street and Broadway slip and running thence southerly along the westerly side of Tompkins street 27 feet 6 inches to the southerly clearance line of the New East River bridge; thence westerly along said southerly clearance line 100 feet to the westerly side of Morgan street; thence northerly along the easterly side of Morgan street 27 feet 6 inches; and thence easterly and parallel with Delancey street 200 feet to the point of beginning.

#### PARCEL "B."

Beginning at the southwesterly corner of Morgan and Delancey streets and running thence southerly along the westerly side of Morgan street 125 feet to the southerly clearance line of the New East River bridge; thence westerly along said southerly clearance line 100 feet to the easterly side of Garret street; thence northerly along the easterly side of Garret street 100 feet to the southwesterly corner of Garret and Delancey streets; and thence easterly along the southerly side of Delancey street 200 feet to the point of beginning.

#### PARCEL "C."

Beginning at the southwesterly corner of Garret and Delancey streets and running thence southerly along the westerly side of Garret street 125 feet to the southerly clearance line of the said bridge; thence westerly along said southerly clearance line 200 feet to the easterly side of Lewis street; thence northerly along the easterly side of Lewis street 125 feet to the southwesterly corner of Lewis and Delancey streets; and thence easterly along the southerly side of Delancey street 200 feet to the point of beginning.

#### PARCEL "D."

Beginning at the southwesterly corner of Lewis and Delancey streets and running thence southerly along the westerly side of Lewis street 125 feet to the southerly clearance line of the said bridge; thence westerly along said southerly clearance line 200 feet to the easterly side of Cannon street; thence northerly along the easterly side of Cannon street 125 feet to the southwesterly corner of Cannon and Delancey streets; and thence easterly along the southerly side of Delancey street 200 feet to the point of beginning.

#### PARCEL "E."

Beginning at the southwesterly corner of Cannon and Delancey streets and running thence southerly along the westerly side of Cannon street 125 feet to the southerly clearance line of the said bridge; thence westerly along said southerly clearance line 200 feet to the easterly side of Columbia street; thence northerly along the easterly side of Columbia street 125 feet to the southwesterly corner of Columbia and Delancey streets; and thence easterly along the southerly side of Delancey street 200 feet to the point of beginning.

#### PARCEL "F."

Beginning at the southwesterly corner of Columbia and Delancey streets and running thence southerly along the westerly side of Columbia street 125 feet to the southerly clearance line of said bridge; thence westerly along said southerly clearance line 200 feet to the easterly side of Sheriff street; thence northerly along the easterly side of Sheriff street 125 feet to the southwesterly corner of Sheriff and Delancey streets; and thence easterly along the southerly side of Delancey street 200 feet to the point of beginning.

#### PARCEL "G."

Beginning at the southwesterly corner of Sheriff and Delancey streets and running thence southerly along the easterly side of Sheriff street 125 feet to the southerly clearance line of said bridge; thence westerly along said southerly clearance line 200 feet to the easterly side of Willett street; thence northerly along the easterly side of Willett street 125 feet to the southwesterly corner of Willett and Delancey streets; and thence easterly along the southerly side of Delancey street 200 feet to the point of beginning.

#### PARCEL "H."

Beginning at the southwesterly corner of Willett and Delancey streets and running thence southerly along the westerly side of Willett street 125 feet to the southerly clearance line of said bridge; thence westerly along said southerly clearance line 200 feet to the easterly side of Pitt street; thence northerly along the easterly side of Pitt street 125 feet to the southwesterly corner of Pitt and Delancey streets; and thence easterly along the southerly side of Delancey street 200 feet to the point of beginning.

#### PARCEL "I."

Beginning at the southwesterly corner of Pitt and Delancey streets and running thence southerly along the westerly side of Pitt street 125 feet to the southerly clearance line of said bridge; thence westerly along said southerly clearance line 200 feet to the easterly side of Ridge street; thence northerly along the easterly side of Ridge street 125 feet to the southwesterly corner of Ridge and Delancey streets; and thence easterly along the southerly side of Delancey street 200 feet to the point of beginning.

#### PARCEL "J."

Beginning at the southwesterly corner of Ridge and Delancey streets and running thence southerly along the westerly side of Ridge street 125 feet to the southerly clearance line of said bridge; thence westerly along said southerly clearance line 200 feet to the easterly side of Attorney street; thence northerly along the easterly side of Attorney street 125 feet to the southwesterly corner of Attorney and Delancey streets; and thence easterly along the southerly side of Delancey street 200 feet to the point of beginning.

#### PARCEL "K."

Beginning at the southwesterly corner of Attorney and Delancey streets and running thence southerly along the westerly side of Attorney street 125 feet to the southerly clearance line of said bridge; thence westerly along said southerly clearance line 200 feet to

inches to the easterly side of Clinton street; thence northerly along the easterly side of Clinton street 125 feet to the southwesterly corner of Clinton and Delancey streets; and thence easterly along the southerly side of Delancey street 200 feet 7 inches to the point of beginning.

The said buildings and parts of buildings and existing structures will be sold separately and not in parcels and only on condition that the purchaser enter into a contract to remove the said buildings, structures or parts thereof, and all materials comprising the same, including the tin, sheet iron, pipes and refuse thereon or therefrom, and that he give or furnish a bond in an amount equal to twice the amount bid and in such form and with such sureties as are required, and may be approved by the President and the Treasurer of the New East River Bridge Commission, in performance of the terms and conditions in the said contract contained.

The whole of the purchase price bid and the auctioneer's fees shall be paid by the successful bidder in cash or bankable funds at the time of the sale, which sale will be made in conformity with this advertisement, the contract, specifications and bond, copies of which may be obtained at the office of the Chief Engineer of the New East River Bridge, No. 24 Broadway, Borough of Brooklyn, City of New York, where plans showing the number and location of the buildings and parts of buildings in each of said parcels may be seen.

By order of the Commission.

JAMES D. PELL,  
Secretary.

PERCE F. MYERS,  
Auctioneer.

#### DEPARTMENT OF EDUCATION.

DEPARTMENT OF EDUCATION,  
NORMAL COLLEGE,  
CORNER PARK AVENUE AND FIFTY-FIFTH STREET,  
BOROUGH OF MANHATTAN,  
CITY OF NEW YORK.

#### PROPOSALS FOR BIDS OR ESTIMATES.

**SEALED BIDS OR ESTIMATES WILL BE RECEIVED** by the Executive Committee of the Board of Trustees of the Normal College of the City of New York at the Hall in the Board, southwest corner of Park avenue and Fifty-ninth street, Borough of Manhattan, until 4 o'clock p. m., on

**TUESDAY, JULY 9, 1901.**

**FOR SIX HUNDRED GROSS TONS, MORE OR LESS, OF RED ASH ANTHRACITE, LUMP, FOUR SIZE AND TWENTY GROSS TONS, MORE OR LESS, OF RED ASH ANTHRACITE, COAL, STOVE SIZE.**

The security required will be Fifty Thousand Dollars.

The person or persons making an estimate shall furnish the same in a sealed envelope, indorsed with the name of the person or persons, and the date of the estimate, to the Executive Committee of the Normal College of the City of New York, at the said office, on or before the date and hour above named, and which time and place the estimates received will be publicly opened by the Executive Committee and read, and the award of the contract made to the lowest bidder according to law.

Each estimate shall contain the name and place of residence of the person making the same; the names of all persons interested with him therein; and that no officer of the City of New York is directly or indirectly interested therein; as provided in sections 243 of the Revised Ordinances, 1897, and in the blank form of bid mentioned below and furnished by the Department.

The estimate must be verified. Each bid or estimate shall be accompanied by the receipt 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 a surety, and shall contain the matters set forth in the blank form of bid mentioned below.

No estimate will be received or considered unless accompanied by a verified check or money to the amount of five per centum of the amount of the bid required, as provided in section 4 of the Greater New York Charter.

Particulars as to the quantity and quality of the supplies or materials and extent of the work required and of the materials to be furnished, holders are referred to the printed specifications.

Bidders are requested, in making their bids or estimates, to use the blank prepared for that purpose by the Executive Committee, a copy of which and also the proper envelope in which to inclose the same, together with the form of agreement, installing regulations, in the form approved by the Corporation, and showing the manner of payment for the work, can be obtained upon application at the Secretary's office, Hall of the Board of Education, corner of Park avenue and Fifty-ninth street, Borough of Manhattan.

Dated Borough of Manhattan, June 17, 1901.

WALDO H. RICHARDSON,  
THOMAS MORRIS,  
RICHARD H. ADAMS,  
ABRAHAM STERN,  
JOSEPH J. KUTTLER,  
ARTHUR S. SOMERS,  
VERNON M. DAVIS,  
HERNAN E. DRESSEK,  
THOMAS HUNTER,  
Executive Committee on the Normal College.

DEPARTMENT OF EDUCATION,  
CORNER PARK AVENUE AND FIFTY-FIFTH STREET,  
BOROUGH OF MANHATTAN, CITY OF NEW YORK.

#### PROPOSALS FOR BIDS OR ESTIMATES.

**SEALED BIDS OR ESTIMATES WILL BE RECEIVED** by the Committee on Buildings of the Board of Education of the City of New York, at the Hall of the Board, southwest corner of Park avenue and Fifty-ninth street, Borough of Manhattan, until 4 o'clock p. m., on

**MONDAY, JULY 8, 1901.**

**Borough of Brooklyn.**

No. 1. **FOR ERECTING NEW PUBLIC SCHOOL** 140, NORTHERLY SIDE OF SIXTIETH STREET, EIGHTY (80) FEET WEST OF FOURTH AVENUE, BOROUGH OF BROOKLYN.

No. 2. **FOR IMPROVING THE SANITARY CONDITION AND ALTERATIONS TO PUBLIC SCHOOLS** 13, 17, 24, 27, 30, 31, 32, 33, 34 AND ROYCE HIGH SCHOOL, BOROUGH OF BROOKLYN.

No. 3. **FOR NEW FURNITURE FOR OLD SCHOOL BUILDINGS**, BOROUGH OF BROOKLYN.

**Boroughs of Manhattan and The Bronx.**  
No. 4. **FOR ERECTING ADDITION TO AND ALTERATIONS IN PUBLIC SCHOOL** 24, ONE HUNDRED AND FORTY-FIRST STREET, EAST OF BROOK AVENUE, BOROUGH OF THE BRONX.

No. 5. **FOR IMPROVING THE SANITARY CONDITION OF PUBLIC SCHOOLS** 2, 3, 25, 27, 36, 47, 57, 71, 72, 73, 74, 82, 88, 89, 103, 115 AND 116, BOROUGH OF MANHATTAN AND THE BRONX.







linear feet of old curbstone redressed, re-joined and reset.

no noiseless covers complete for water manholes furnished and set.

no noiseless covers complete for sewer manholes furnished and set.

The security required will be Fifty Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 5. REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAY AS FOUNDATION OF THE ROADWAY OF THIRTY-SIXTH STREET, from First avenue to Third avenue.

The quantity and quality of work to be done is as follows:

4,970 square yards of asphalt pavement, including binder course.

4,300 square yards of old stone pavement, to be relaid as foundation or in approaches.

7,480 linear feet of new curbstone furnished and set.

150 linear feet of old curbstone redressed, re-joined and reset.

4 noiseless covers complete for water manholes furnished and set.

11 noiseless covers complete for sewer manholes furnished and set.

The security required will be Five Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 6. REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAY AS FOUNDATION OF THE ROADWAY OF FIFTY-FIFTH STREET, from First avenue to Third avenue.

The quantity and quality of work to be done is as follows:

4,900 square yards of asphalt pavement, including binder course.

4,470 square yards of old stone pavement, to be relaid as foundation or in approaches.

11,500 linear feet of new curbstone furnished and set.

80 linear feet of old curbstone redressed, re-joined and reset.

4 noiseless covers complete for water manholes furnished and set.

22 noiseless covers complete for sewer manholes furnished and set.

The security required will be Five Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 7. REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAY AS FOUNDATION OF THE ROADWAY OF NINETY-FIFTH STREET, from Central Park, West, to Columbus avenue.

The quantity and quality of work to be done is as follows:

2,720 square yards of asphalt pavement, including binder course.

2,770 square yards of old stone pavement to be relaid as foundation or in approaches.

700 linear feet of new curbstone furnished and set.

50 linear feet of old curbstone redressed, re-joined and reset.

4 noiseless covers complete for water manholes furnished and set.

8 noiseless covers complete for sewer manholes furnished and set.

The security required will be Three Thousand Dollars.

The time allowed for the completion of the whole work will be twenty consecutive working days.

No. 8. REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAY AS FOUNDATION OF THE ROADWAY OF ONE HUNDRED AND TWENTY-FOURTH STREET, from Park avenue to Madison avenue.

The quantity and quality of work to be done is as follows:

1,425 square yards of asphalt pavement, including binder course.

1,425 square yards of old stone pavement to be relaid as foundation or in approaches.

325 linear feet of new curbstone furnished and set.

20 linear feet of old curbstone redressed, re-joined and reset.

1 noiseless cover complete for water manholes furnished and set.

6 noiseless covers complete for sewer manholes furnished and set.

The security required will be Two Thousand Dollars.

The time allowed for the completion of the whole work will be ten consecutive working days.

No. 9. REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAY AS FOUNDATION OF THE ROADWAY OF MADISON AVENUE, from One Hundred and Sixty-sixth street to One Hundred and Twenty-fifth street.

The quantity and quality of work to be done is as follows:

11,800 square yards of asphalt pavement, including binder course.

9,900 square yards of old stone pavement to be relaid as foundation or in approaches.

75 cubic yards of concrete.

3,000 linear feet of new curbstone furnished and set.

50 linear feet of old curbstone redressed, re-joined and reset.

9 noiseless covers complete for water manholes furnished and set.

22 noiseless covers complete for sewer manholes furnished and set.

The security required will be Fifteen Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 10. FOR REPAIRING ASPHALT PAVEMENTS ON SUNDRY STREETS IN THE BOROUGH OF MANHATTAN, ON WHICH MAINTENANCE PERIOD HAS EXPIRED.

The quantity and quality of work to be done is as follows:

1,000 square yards of asphalt wearing surface delivered and laid in place of old wearing surface destroyed or removed.

900 square yards of standard asphalt pavement, consisting of one (1) inch of binder and two (2) inches of wearing surface.

75 cubic yards of Portland cement concrete.

The security required will be Two Thousand Dollars.

The work under above contract for maintenance shall be prosecuted on such streets as directed by the Commissioner of Highways for a period of one year from the date of the execution of contract.

No. 11. FOR PAVING WITH ASPHALT PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF ONE HUNDRED AND THIRTEENTH STREET, FROM ST. NICHOLAS AVENUE TO LENOX AVENUE.

The quantity and quality of work to be done is as follows:

1,727 square yards of asphalt pavement, including binder course.

172 cubic yards of concrete.

50 linear feet of new curbstone furnished and set.

450 linear feet of old curbstone redressed, re-joined and reset.

The security required will be Two Thousand Dollars.

The time allowed for the completion of the whole work will be twenty consecutive working days.

No. 12. FOR PAVING WITH ASPHALT PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF ONE HUNDRED AND FORTIETH STREET, FROM FIFTH AVENUE TO LENOX AVENUE.

The quantity and quality of work to be done is as follows:

3,770 square yards of asphalt pavement, including binder course.

591 cubic yards of concrete.

830 linear feet of new curbstone furnished and set.

1,020 linear feet of old curbstone redressed, re-joined and reset.

The security required will be Four Thousand Dollars.

The time allowed for the completion of the whole work will be twenty consecutive working days.

No. 13. FOR PAVING WITH ASPHALT PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF NINETY-SECOND STREET, FROM WEST END AVENUE TO RIVERSIDE DRIVE.

The quantity and quality of work to be done is as follows:

1,497 square yards of asphalt pavement, including binder course.

275 cubic yards of concrete.

700 linear feet of new curbstone furnished and set.

95 linear feet of old curbstone redressed, re-joined and reset.

The security required will be Two Thousand Dollars.

The time allowed for the completion of the whole work will be twenty consecutive working days.

No. 14. FOR PAVING WITH ASPHALT PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF ONE HUNDRED AND SIXTH STREET, FROM FIRST AVENUE TO EAST RIVER.

The quantity and quality of work to be done is as follows:

5,775 square yards of asphalt pavement, including binder course.

943 cubic yards of concrete.

1,400 linear feet of new curbstone furnished and set.

190 linear feet of old curbstone redressed, re-joined and reset.

The security required will be Seven Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

**Borough of the Bronx.**

No. 15. REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAY AS FOUNDATION OF A PORTION OF THE ROADWAY OF BOSTON ROAD, FROM JEFFERSON PLACE (AVENUE) TO TREMONT AVENUE.

The quantity and quality of work to be done is as follows:

15,490 square yards of asphalt pavement, including binder course.

7,000 square yards of old stone pavement to be relaid as foundation or in approaches.

The security required is Five Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 16. PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF CROTONA AVENUE, FROM EIGHTH ROAD TO CROTONA PARK, SOUTH.

The quantity and quality of work to be done is as follows:

4,945 square yards of asphalt pavement, including binder course.

300 cubic yards of concrete, including cost of all necessary excavation therefor.

1,000 linear feet of new curbstone furnished and set, including the furnishing of new curbstone where required.

The security required is Three Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 17. PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF HAWSON STREET, FROM WESTCHESTER AVENUE TO LAGGETT'S LANE.

The quantity and quality of work to be done is as follows:

5,000 square yards of asphalt pavement, including binder course.

800 cubic yards of concrete.

2,000 linear feet of old curbstone redressed, re-joined and reset.

The security required will be Seven Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 18. PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF JACKSON AVENUE, FROM ONE HUNDRED AND SIXTY-FIFTH STREET TO ONE HUNDRED AND SIXTY-SIXTH STREET.

The quantity and quality of work to be done is as follows:

1,575 square yards of asphalt pavement, including binder course.

270 cubic yards of concrete, including cost of all the necessary excavation therefor.

1,750 linear feet of old curbstone redressed, re-joined and reset.

The security required will be Two Thousand One Hundred Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

The person or persons making an estimate shall furnish the same in a sealed envelope indorsed with the title given above of the work for which the estimate is made, with his or their name or names and the date of presentation, to the head of said Department, at the said office, on or before the date and hour above named, at which time and place the estimates received will be publicly opened by the head of said Department and read and the award of the contract made to the lowest bidder, with adequate security, as soon thereafter as practicable.

Each bid or estimate shall contain the names and place of residence of each of the persons making the same, the names of all persons interested with him or them therein, and if no other persons 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 Municipal Assembly, head of a department, chief of a bureau, deputy thereof or clerk therein or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof. The estimate must be verified by the oath, in writing, of the party or parties making the estimate, that the several matters stated therein 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 a surety, and shall contain the matters set forth in the blank form of bid mentioned below.

No estimate will be received or considered unless accompanied by a certified check or money to the amount of five per centum of the amount of the bond required, as required in section 400 of the Greater New York Charter.

For particulars as to the quantity and quality of the supplies or the nature and extent of the work required or of the materials to be furnished, bidders are referred to the printed specifications and the plans. The work and the materials must conform in every respect to such printed specifications and plans. Bidders are cautioned to examine the specifications for particulars of the articles, etc., required for making their estimates.

Bidders will write out the amount of their estimates in addition to inserting the same in figures.

THE COMMISSIONER OF HIGHWAYS RESERVES THE RIGHT TO REJECT ALL BIDS RECEIVED IF HE DEEMS IT FOR THE BEST INTERESTS OF THE CITY SO TO DO.

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 the copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained on application therefor at the office of the Commissioner of Highways, Room No. 100, where the plans and drawings, which are made a part of the specifications, can be seen.

JAMES E. KEATING,  
Commissioner of Highways.

notes upon the blank form prepared by the Commissioner, a copy of which, with the proper envelope in which to inclose the bid, together with the copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained on application therefor at the office of the Commissioner of Highways, Room No. 100, where the plans and drawings, which are made a part of the specifications, can be seen.

JAMES E. KEATING,  
Commissioner of Highways.

**DEPARTMENT OF HIGHWAYS.**  
COMMISSIONER'S OFFICE, NO. 15 TO 21 PARK ROW,  
NEW YORK, JUNE 15, 1901.

**TO CONTRACTORS.**

**BIDS OR ESTIMATES, ENCLOSED IN A** sealed envelope, with the title of the work and the name of the bidder indorsed thereon, also the number of the work in the advertisement, will be received at No. 21 Park Row, in Room No. 100, until 11 o'clock A. M., on

**TUESDAY, JULY 2, 1901,**

at which time and place the bids or estimates received will be publicly opened by the head of the Department.

On all the following contracts, as enumerated below, for paving or repaving with asphalt pavement, the attention of bidders is particularly called to the requirements of the specifications whereby they are obliged to deposit suitable samples of all materials to be used, with the Commissioner of Highways four (4) full days (holidays and Sundays excluded) before the day of opening bids as stated in this advertisement.

Such samples and materials when deposited must be properly marked, be accompanied by proper certification, etc., etc., all in strict conformity with the requirements of the specifications.

**Borough of Brooklyn.**

No. 1. REPAVING WITH ASPHALT PAVEMENT ON CONCRETE FOUNDATION OF THE ROADWAY OF HECATUR STREET, FROM KENT TO PATCHEN AVENUE.

The quantity and quality of work to be done is as follows:

1,830 square yards of asphalt pavement, including binder course.

30 square yards of adjacent stone pavement to be relaid as foundation or in approaches.

407 cubic yards of concrete.

1,707 linear feet of new curbstone furnished and set on concrete foundation.

240 linear feet of old curbstone redressed, re-joined and reset.

The security required will be Four Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 2. REPAVING WITH ASPHALT PAVEMENT ON CONCRETE FOUNDATION OF THE ROADWAY OF HUPP STREET, FROM MANHATTAN AVENUE TO FRANKLIN STREET.

The quantity and quality of work to be done is as follows:

4,244 square yards of asphalt pavement, including binder course.

20 square yards of old stone pavement to be relaid as foundation or in approaches.

508 cubic yards of concrete.

1,500 linear feet of new curbstone furnished and set.

250 linear feet of old curbstone redressed, re-joined and reset.

The security required will be Four Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 3. REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION OF THE ROADWAY OF DEERVOISE STREET, FROM GRAHAM AVENUE TO BROADWAY.

The quantity and quality of work to be done is as follows:

715 square yards of asphalt pavement, including binder course.

30 square yards of old stone pavement to be relaid as foundation or in approaches.

124 cubic yards of concrete.

207 linear feet of new curbstone furnished and set.

25 linear feet of old curbstone redressed, re-joined and reset.

The security required will be One Thousand Dollars.

The time allowed for the completion of the whole work will be twenty consecutive working days.

No. 4. REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION OF THE ROADWAY OF BAIN BRIDGE STREET, FROM SUMNER AVENUE TO LEVY AVENUE.

The quantity and quality of work to be done is as follows:

2,015 square yards of asphalt pavement, including binder course.

30 square yards of old stone pavement to be relaid as foundation or in approaches.

401 cubic yards of concrete.

1,084 linear feet of new curbstone furnished and set.

400 linear feet of old curbstone redressed, re-joined and reset.

The security required will be Four Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 5. REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION OF THE ROADWAY OF DEVOS STREET, FROM UNION AVENUE TO CATHERINE STREET, AND OF OLIVE STREET, FROM DEVOS STREET TO POWERS STREET.

The quantity and quality of work to be done is as follows:

13,095 square yards of asphalt pavement, including binder course.

130 square yards of old stone pavement to be relaid as foundation or in approaches.

2,253 cubic yards of concrete.

5,830 linear feet of new curbstone furnished and set.

800 linear feet of old curbstone redressed, re-joined and reset.

The security required will be Twenty Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 6. REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION OF THE ROADWAY OF PACIFIC STREET, FROM BOND STREET TO NEWTON STREET.

The quantity and quality of work to be done is as follows:

2,139 square yards of asphalt pavement, including binder course.

10 square yards of old stone pavement to be relaid as foundation or in approaches.

370 cubic yards of concrete.

1,400 linear feet of new curbstone furnished and set.

340 linear feet of old curbstone redressed, re-joined and reset.

The security required will be Three Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 7. REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION OF THE ROADWAY OF NORTH EIGHTH STREET, FROM WYTH AVENUE TO HAVEMEYER STREET.

The quantity and quality of work to be done is as follows:

7,508 square yards of asphalt pavement, including binder course.

to square yards of old stone pavement to be relaid as foundation or in approaches.

1,000 cubic yards of concrete.

1,800 linear feet of new curbstone furnished and set.

150 linear feet of old curbstone redressed, re-joined and reset.

The security required will be Ten Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 8. REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION OF THE ROADWAY OF SIXTH AVENUE, FROM FOURTEENTH STREET TO TWENTY-FOURTH STREET, AND OF TWENTY-FOURTH STREET, FROM FOURTH AVENUE TO SIXTH AVENUE.

The quantity and quality of work to be done is as follows:

1,000 square yards of asphalt pavement, including binder course.

200 square yards of old stone pavement to be relaid as foundation or in approaches.

1,100 cubic yards of concrete.

3,000 linear feet of new curbstone furnished and set.

500 linear feet of old curbstone redressed, re-joined and reset.

The security required will be Twenty-six Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 9. REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION OF THE ROADWAY OF MILKIN STREET, FROM FRANKLIN STREET TO MAIN AVENUE.

The quantity and quality of work to be done is as follows:

1,100 square yards of asphalt pavement, including binder course.

20 square yards of old stone pavement to be relaid as foundation or in approaches.

1,000 cubic yards of concrete.

3,000 linear feet of new curbstone furnished and set.

500 linear feet of old curbstone redressed, re-joined and reset.

The security required will be Four Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 10. REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION OF THE ROADWAY OF PEARL STREET, FROM BOND STREET TO FULTON STREET.

The quantity and quality of work to be done is as follows:

700 square yards of asphalt pavement, including binder course.

100 square yards of old stone pavement to be relaid as foundation or in approaches.

1,000 cubic yards of concrete.

3,000 linear feet of new curbstone furnished and set.

500 linear feet of old curbstone redressed, re-joined and reset.

The security required will be Two Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 11. REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION OF THE ROADWAY OF GUNNY STREET, FROM BEDFORD AVENUE TO WESTERN AVENUE.

The quantity and quality of work to be done is as follows:

2,470 square yards of asphalt pavement, including binder course.

10 square yards of old stone pavement to be relaid as foundation or in approaches.

800 cubic yards of concrete.

1,000 linear feet of new curbstone furnished and set.

470 linear feet of old curbstone redressed, re-joined and reset.

The security required will be Five Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 12. FOR REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION OF THE ROADWAY OF WYCK OFF STREET, FROM COURT STREET TO THIRD AVENUE.

The quantity and quality of work to be done is as follows:

11,000 square yards of asphalt pavement, including binder course.

100 square yards of old stone pavement to be relaid as foundation or in approaches.

1,000 cubic yards of concrete.

3,000 linear feet of new curbstone furnished and set.

500 linear feet of old curbstone redressed, re-joined and reset.

The security required will be Fifteen Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 13. FOR REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAY AS FOUNDATION THE ROADWAY OF LAFAYETTE AVENUE, FROM BEDFORD AVENUE TO CENTRAL AVENUE.

The quantity and quality of work to be done is as follows:

3,750 square yards of asphalt pavement, including binder course.

2,000 square yards of old stone pavement to be relaid as foundation or in approaches.

1,750 cubic yards of concrete.

5,000 linear feet of new curbstone furnished and set.

600 linear feet of old curbstone redressed, re-joined and reset.

The security required will be Four Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 14. FOR REPAVING WITH ASPHALT PAVEMENT ON PRESENT PAVEMENT RELAY AS FOUNDATION THE ROADWAY OF PRESIDENT STREET, FROM FIFTH AVENUE TO SIXTH AVENUE.

The quantity and quality of work to be done is as follows:

2,440 square yards of asphalt pavement, including binder course.

2,400 square yards of old stone pavement to be relaid as foundation or in approaches.

1,750 cubic yards of concrete.

5,000 linear feet of new curbstone furnished and set.

600 linear feet of old curbstone redressed, re-joined and reset.

The security required will be Three Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 15. REPAVING WITH ASPHALT PAVEMENT PARTLY ON PRESENT PAVEMENT RELAY AS FOUNDATION AND PARTLY ON A CONCRETE FOUNDATION THE ROADWAY OF STERLING PLACE, FROM FLATBUSH AVENUE TO UNDERHILL AVENUE.

The quantity and quality of work to be done is as follows:

3,200 square yards of asphalt pavement, including binder course.

7,000 square yards of old stone pavement to be relaid as foundation or in approaches.

400 cubic yards of concrete.

2,400 linear feet of new curbstone furnished and set.

100 linear feet of old curbstone redressed, re-joined and reset.

The security required will be Seven Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.



# **No. 10. REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF PARK STREET FROM VAN DERBILT AVENUE TO GRAND AVENUE.**

The quantity and quality of work to be done is as follows:

- 1,000 square yards of asphalt pavement, including binder course.
- 75 square yards of old stone pavement to be relaid as foundation or in approaches.
- 1,000 cubic yards of concrete.
- 2,000 linear feet of new curbstone furnished and set.
- 400 linear feet of old curbstone redressed, repointed and reset.

The security required will be Five Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

# **No. 11. REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF PARK PLACE FROM NEW YORK AVENUE TO BRADLEY AVENUE.**

The quantity and quality of work to be done is as follows:

- 1,000 square yards of asphalt pavement, including binder course.
- 75 square yards of old stone pavement to be relaid as foundation or in approaches.
- 1,000 cubic yards of concrete.
- 2,000 linear feet of new curbstone furnished and set.
- 400 linear feet of old curbstone redressed, repointed and reset.

The security required will be Five Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

# **No. 12. REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF MOORE STREET FROM BROADWAY TO GRADIN AVENUE.**

The quantity and quality of work to be done is as follows:

- 1,000 square yards of asphalt pavement, including binder course.
- 75 square yards of old stone pavement to be relaid as foundation or in approaches.
- 1,000 cubic yards of concrete.
- 2,000 linear feet of new curbstone furnished and set.
- 400 linear feet of old curbstone redressed, repointed and reset.

The security required will be Five Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

# **No. 13. REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF WILLIAM STREET FROM BROADWAY TO GRADIN AVENUE.**

The quantity and quality of work to be done is as follows:

- 1,000 square yards of asphalt pavement, including binder course.
- 75 square yards of old stone pavement to be relaid as foundation or in approaches.
- 1,000 cubic yards of concrete.
- 2,000 linear feet of new curbstone furnished and set.
- 400 linear feet of old curbstone redressed, repointed and reset.

The security required will be Five Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

# **No. 14. REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF DEGRAV STREET FROM COURT STREET TO FICKS STREET.**

The quantity and quality of work to be done is as follows:

- 1,000 square yards of asphalt pavement, including binder course.
- 75 square yards of old stone pavement to be relaid as foundation or in approaches.
- 1,000 cubic yards of concrete.
- 2,000 linear feet of new curbstone furnished and set.
- 400 linear feet of old curbstone redressed, repointed and reset.

The security required will be Five Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

# **No. 15. REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF DEGRAV STREET FROM COURT STREET TO FICKS STREET.**

The quantity and quality of work to be done is as follows:

- 1,000 square yards of asphalt pavement, including binder course.
- 75 square yards of old stone pavement to be relaid as foundation or in approaches.
- 1,000 cubic yards of concrete.
- 2,000 linear feet of new curbstone furnished and set.
- 400 linear feet of old curbstone redressed, repointed and reset.

The security required will be Five Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

# **No. 16. REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF DEGRAV STREET FROM COURT STREET TO FICKS STREET.**

The quantity and quality of work to be done is as follows:

- 1,000 square yards of asphalt pavement, including binder course.
- 75 square yards of old stone pavement to be relaid as foundation or in approaches.
- 1,000 cubic yards of concrete.
- 2,000 linear feet of new curbstone furnished and set.
- 400 linear feet of old curbstone redressed, repointed and reset.

The security required will be Five Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

# **No. 17. REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF DEGRAV STREET FROM COURT STREET TO FICKS STREET.**

The quantity and quality of work to be done is as follows:

- 1,000 square yards of asphalt pavement, including binder course.
- 75 square yards of old stone pavement to be relaid as foundation or in approaches.
- 1,000 cubic yards of concrete.
- 2,000 linear feet of new curbstone furnished and set.
- 400 linear feet of old curbstone redressed, repointed and reset.

The security required will be Five Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

# **No. 18. REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF DEGRAV STREET FROM COURT STREET TO FICKS STREET.**

The quantity and quality of work to be done is as follows:

- 1,000 square yards of asphalt pavement, including binder course.
- 75 square yards of old stone pavement to be relaid as foundation or in approaches.
- 1,000 cubic yards of concrete.
- 2,000 linear feet of new curbstone furnished and set.
- 400 linear feet of old curbstone redressed, repointed and reset.

The security required will be Five Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

# **No. 19. REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF DEGRAV STREET FROM COURT STREET TO FICKS STREET.**

The quantity and quality of work to be done is as follows:

- 1,000 square yards of asphalt pavement, including binder course.
- 75 square yards of old stone pavement to be relaid as foundation or in approaches.
- 1,000 cubic yards of concrete.
- 2,000 linear feet of new curbstone furnished and set.
- 400 linear feet of old curbstone redressed, repointed and reset.

The security required will be Five Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

# **No. 20. REPAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF DEGRAV STREET FROM COURT STREET TO FICKS STREET.**

The quantity and quality of work to be done is as follows:

- 1,000 square yards of asphalt pavement, including binder course.
- 75 square yards of old stone pavement to be relaid as foundation or in approaches.
- 1,000 cubic yards of concrete.
- 2,000 linear feet of new curbstone furnished and set.
- 400 linear feet of old curbstone redressed, repointed and reset.

1,000 square yards of old stone pavement to be relaid as foundation or in approaches.

1,000 cubic yards of concrete.

2,000 linear feet of new curbstone furnished and set.

400 linear feet of old curbstone redressed, repointed and reset.

The security required will be Five Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

# **No. 21. FOR REPAIRING AND MAINTAINING ASPHALT PAVEMENTS ON VARIOUS STREETS IN THE BOROUGH OF BROOKLYN, ON WHICH MAINTENANCE PERIOD HAS EXPIRED.**

The quantity and quality of work to be done is as follows:

- 1,000 cubic feet of asphalt wearing surface delivered and laid in place of old wearing surface destroyed or removed.
- 1,000 cubic feet of asphalt wearing surface delivered and laid in repaving surface defects by the burner method.
- 1,000 cubic feet of binder delivered and laid.
- 1,000 square yards of standard asphalt pavement, consisting of one (1) inch of binder and two (2) inches of wearing surface.
- 2,000 cubic yards of Portland cement concrete.

The security required is Ten Thousand Dollars.

The above repairs shall be carried out as directed by the Commissioner of Highways and for a period of one year from the date of the execution of the contract.

The person or persons making an estimate shall furnish the same in a sealed envelope indorsed with the title given above, to the head of said Department, at the said office, on or before the date and hour above named, at which time and place the estimates received will be publicly opened by the 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, the 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 Municipal Assembly, head of a department, chief of a bureau, deputy thereof or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof. The estimate must be verified by the oath, in writing, of the party or parties making the estimate, that the several matters stated therein 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 a surety, and shall contain the matters set forth in the blank form of bid mentioned below.

No estimate will be received or considered unless accompanied by a certified check 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 particulars as to the quantity and quality of the supplies, of the nature and extent of the work required or of the materials to be furnished, bidders are referred to the printed specifications and plans. The work and the materials must conform in every respect to such printed specifications and plans. Bidders are requested to examine the specifications for particulars of the articles, etc., required, for making their estimates. Bidders will write out the amount of their estimates in addition to inserting the same in figures.

THE COMMISSIONER OF HIGHWAYS RESERVES THE RIGHT TO REJECT ALL BIDS RECEIVED IF HE DEEMS IT FOR THE BEST INTERESTS OF THE CITY SO TO DO.

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 the copy of the contract, including the specifications, in the form approved by the Corporation Council, can be obtained upon application therefor at the office of the Commissioner of Highways, Room No. 164, where the plans and drawings which are made a part of the specifications can be seen.

**JAMES P. KEATING,**  
Commissioner of Highways.

# **CHANGE OF GRADE DAMAGE COMMISSION, TWENTY-THIRD AND TWENTY-FOURTH WARDS.**

PURSUANT TO THE PROVISIONS OF CHAPTER 517 OF THE LAWS OF 1893, entitled "An act providing for ascertaining and paying the amount of damages to lands and buildings suffered by reason of changes of grade of streets or avenues, made pursuant to chapter 792 of the Laws of 1887, providing for the depression of railroad tracks in the Twenty-third and Twenty-fourth Wards, in the City of New York, or otherwise," and the acts amendatory thereof and supplemental thereto, notice is hereby given that public meetings of the Commissioners appointed pursuant to said act will be held at Room 25, Schermerhorn Building, No. 25 Broadway, in the City of New York, on Monday, Wednesday and Friday of each week, at 2 o'clock P. M., until further notice.

Dated New York, January 2, 1900.

**WILLIAM E. STILLINGS,**  
**CHARLES A. JACKSON,**  
**OSCAR S. BAILEY,**  
Commissioners

**HAROLD McLEOD,**  
Clerk.

# **DEPARTMENT OF SEWERS.**

DEPARTMENT OF SEWERS—COMMISSIONER'S OFFICE,  
NO. 15 TO 21 PARK ROW,  
NEW YORK, June 27, 1901.

# **TO CONTRACTORS.**

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE DEPARTMENT OF SEWERS OF THE CITY OF NEW YORK, AT ITS OFFICE, NO. 15 TO 21 PARK ROW, BOROUGH OF MANHATTAN, UNTIL 12 O'CLOCK A. M.

# **WEDNESDAY, JULY 10, 1901.**

for furnishing materials and all the labor required and necessary to build and complete the following works:

# **Borough of Queens.**

**No. 1. SEWER IN BLACKWELL STREET, FROM**  
Broadway to Graham Avenue, First Ward.

The Engineer's estimate of the quantity and quality of materials and the nature and extent as near as possible of the work required, is as follows:

- 400 linear feet of 15-inch vitrified pipe sewer.
- 400 linear feet of 12-inch vitrified pipe sewer.
- 7 manholes, complete.
- 2 receiving basins, complete.
- 100 cubic yards of rock to be excavated and removed.
- 2,000 feet (H. M.) of timber for bracing and sheet piling.

The amount of the security required is Seven Hundred and Fifty Dollars (\$750).

The time allowed to complete the whole work is thirty (30) working days.

**No. 2. SEWER IN LATHROP STREET, FROM**  
Jamaica Avenue to Grand Avenue.

The Engineer's estimate of the quantity and quality of materials and the nature and extent as near as possible of the work required, is as follows:

- 200 linear feet of 15-inch vitrified pipe sewer.
- 80 linear feet of 12-inch vitrified pipe sewer.
- 8 manholes, complete.
- 2 receiving basins, complete.
- 100 cubic yards of rock to be excavated and removed.
- 2,000 feet (H. M.) of timber for bracing and sheet piling.

The amount of the security required is Seven Hundred and Fifty Dollars (\$750).

The time allowed to complete the whole work is thirty (30) working days.

The plans, drawings and specifications for work, in the Borough of Queens, may be seen at the office of the Deputy Commissioner of Sewers, Flushing Building, Long Island City, Borough of Queens.

# **Borough of The Bronx.**

**No. 4. SEWER AND APPURTENANCES IN**  
PROSPECT AVENUE, FROM East One Hundred and Seventy-ninth Street to East One Hundred and Seventy-seventh Street.

The Engineer's estimate of the quantity and quality of materials and the nature and extent as near as possible of the work required, is as follows:

- 200 linear feet of 15-inch vitrified pipe sewer.
- 200 linear feet of 12-inch vitrified pipe sewer.
- 100 square feet for house connections.
- 6 manholes, complete.
- 1 receiving basin, complete.
- 100 cubic yards of rock to be excavated and removed.
- 5 cubic yards of concrete in place.
- 5 cubic yards of rubble masonry in mortar.
- 5 cubic yards of broken stone for foundations in place.
- 2,000 feet (H. M.) of timber furnished and laid.
- 25 linear feet of 6-inch to 8-inch vitrified drain pipe furnished and laid.

The amount of the security required is Eighteen Hundred Dollars (\$1,800).

The time allowed to complete the whole work is seventy (70) working days.

**No. 5. SEWER AND APPURTENANCES IN**  
BOSTON ROAD, FROM East One Hundred and Seventy-third Street to Southern Boulevard.

The Engineer's estimate of the quantity and quality of materials and the nature and extent as near as possible of the work required, is as follows:

- 1,000 linear feet of 15-inch vitrified pipe sewer.
- 1,000 linear feet of 12-inch vitrified pipe sewer.
- 12 manholes, complete.
- 200 cubic yards of rock to be excavated and removed.
- 5 cubic yards of concrete in place.
- 5 cubic yards of rubble masonry in mortar.
- 5 cubic yards of broken stone for foundations in place.
- 3,000 feet (H. M.) of timber furnished and laid.
- 25 linear feet of 6-inch to 8-inch vitrified drain pipe furnished and laid.

The amount of the security required is Forty-five Hundred Dollars (\$4,500).

The time allowed to complete the whole work is one hundred and fifty (150) working days.

The plans, drawings and specifications for work, in the Borough of The Bronx, may be seen at the office of the Deputy Commissioner of Sewers, Third Avenue and One Hundred and Seventy-seventh Street, Borough of The Bronx.

The person or persons making an estimate shall furnish the same in a sealed envelope, indorsed with the title given above, of the work for which the estimate is made, with his or their name or names and the date of presentation, to the head of said Department, at the said office, on or before the date and hour above named, at which time and place the estimates received will be publicly opened by the head of said Department and read, and the award of the contract made according to law as soon thereafter as practicable.

Each estimate shall contain the name and place of residence of the person making the same, the names of all persons interested with him therein; 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 Municipal Assembly, head of a department, chief of a bureau, deputy thereof or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof. The estimate must be verified by the oath, in writing, of the party or parties making the estimate that the several matters stated therein 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 a surety, and shall contain the matters set forth in the blank form of bid mentioned below.

No estimate will be received or considered unless accompanied by a certified check, or money to the amount of five per cent. of the amount of the bond required, as provided in section 420 of the Greater New York Charter.

For particulars as to the quantity and quality of the supplies, or the nature and extent of the work required or of the materials to be furnished, bidders are referred to the printed specifications and plans.

Bidders will write out the amount of their estimates in addition to inserting the same in figures.

The Commissioner reserves the right to reject all bids or estimates if he deems it for the interests of the City so to do.

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 Council, can be obtained upon application therefor.

**JAS. KANE,** Commissioner of Sewers.

# **DEPARTMENT OF PARKS.**

DEPARTMENT OF PARKS,  
ARSENAL, CENTRAL PARK,  
BOROUGH OF MANHATTAN, CITY OF NEW YORK,  
June 28, 1901.

# **TO CONTRACTORS.**

SEALED BIDS OR ESTIMATES, WITH THE title of the work and the name of the bidder or

# **No. 7. SEWER IN CAMELIA STREET, FROM** Crescent to Van Alst Avenue, First Ward.

The Engineer's estimate of the quantity and quality of materials and the nature and extent as near as possible of the work required, is as follows:

- 400 linear feet of 15-inch vitrified pipe sewer.
- 400 linear feet of 12-inch vitrified pipe sewer.
- 8 manholes, complete.
- 2,000 feet (H. M.) of timber for bracing and sheet piling.

100 cubic yards of rock to be excavated and removed.

The amount of the security required is Seven Hundred and Fifty Dollars (\$750).

The time allowed to complete the whole work is thirty (30) working days.

**No. 3. SEWER IN LATHROP STREET, FROM**  
Jamaica Avenue to Grand Avenue.

The Engineer's estimate of the quantity and quality of materials and the nature and extent as near as possible of the work required, is as follows:

- 200 linear feet of 15-inch vitrified pipe sewer.
- 80 linear feet of 12-inch vitrified pipe sewer.
- 8 manholes, complete.
- 2 receiving basins, complete.
- 100 cubic yards of rock to be excavated and removed.
- 2,000 feet (H. M.) of timber for bracing and sheet piling.

The amount of the security required is Seven Hundred and Fifty Dollars (\$750).

The time allowed to complete the whole work is thirty (30) working days.

The plans, drawings and specifications for work, in the Borough of Queens, may be seen at the office of the Deputy Commissioner of Sewers, Flushing Building, Long Island City, Borough of Queens.

# **Borough of The Bronx.**

**No. 4. SEWER AND APPURTENANCES IN**  
PROSPECT AVENUE, FROM East One Hundred and Seventy-ninth Street to East One Hundred and Seventy-seventh Street.

The Engineer's estimate of the quantity and quality of materials and the nature and extent as near as possible of the work required, is as follows:

- 200 linear feet of 15-inch vitrified pipe sewer.
- 200 linear feet of 12-inch vitrified pipe sewer.
- 100 square feet for house connections.
- 6 manholes, complete.
- 1 receiving basin, complete.
- 100 cubic yards of rock to be excavated and removed.
- 5 cubic yards of concrete in place.
- 5 cubic yards of rubble masonry in mortar.
- 5 cubic yards of broken stone for foundations in place.
- 2,000 feet (H. M.) of timber furnished and laid.
- 25 linear feet of 6-inch to 8-inch vitrified drain pipe furnished and laid.

The amount of the security required is Eighteen Hundred Dollars (\$1,800).

The time allowed to complete the whole work is seventy (70) working days.

**No. 5. SEWER AND APPURTENANCES IN**  
BOSTON ROAD, FROM East One Hundred and Seventy-third Street to Southern Boulevard.

The Engineer's estimate of the quantity and quality of materials and the nature and extent as near as possible of the work required, is as follows:

- 1,000 linear feet of 15-inch vitrified pipe sewer.
- 1,000 linear feet of 12-inch vitrified pipe sewer.
- 12 manholes, complete.
- 200 cubic yards of rock to be excavated and removed.
- 5 cubic yards of concrete in place.
- 5 cubic yards of rubble masonry in mortar.
- 5 cubic yards of broken stone for foundations in place.
- 3,000 feet (H. M.) of timber furnished and laid.
- 25 linear feet of 6-inch to 8-inch vitrified drain pipe furnished and laid.

The amount of the security required is Forty-five Hundred Dollars (\$4,500).

The time allowed to complete the whole work is one hundred and fifty (150) working days.

The plans, drawings and specifications for work, in the Borough of The Bronx, may be seen at the office of the Deputy Commissioner of Sewers, Third Avenue and One Hundred and Seventy-seventh Street, Borough of The Bronx.

The person or persons making an estimate shall furnish the same in a sealed envelope, indorsed with the title given above, of the work for which the estimate is made, with his or their name or names and the date of presentation, to the head of said Department, at the said office, on or before the date and hour above named, at which time and place the estimates received will be publicly opened by the head of said Department and read, and the award of the contract made according to law as soon thereafter as practicable.

Each estimate shall contain the name and place of residence of the person making the same, the names of all persons interested with him therein; 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 Municipal Assembly, head of a department, chief of a bureau, deputy thereof or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof. The estimate must be verified by the oath, in writing, of the party or parties making the estimate that the several matters stated therein 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 a surety, and shall contain the matters set forth in the blank form of bid mentioned below.

No estimate will be received or considered unless accompanied by a certified check, or money to the amount of five per cent. of the amount of the bond required, as provided in section 420 of the Greater New York Charter.

For particulars as to the quantity and quality of the supplies, or the nature and extent of the work required or of the materials to be furnished, bidders are referred to the printed specifications and plans.

Bidders will write out the amount of their estimates in addition to inserting the same in figures.

The Commissioner reserves the right to reject all bids or estimates if he deems it for the interests of the City so to do.

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 Council, can be obtained upon application therefor.

**JAS. KANE,** Commissioner of Sewers.



(the supplies or work to which it relates, or in any portion of the profits thereof. The estimate must be verified by the oath, in writing, of the party or parties making the estimate, that the several matters stated therein 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 a surety, and shall contain the matters set forth in the blank form of bid contained below.

No estimate will be received or considered unless accompanied by a certified check or money in the amount of *five per centum* of the amount of the bond required, as provided in section 422 of the Greater New York Charter.

For particulars as to the quantity and quality of the supplies or the nature and extent of the work required or of the materials to be furnished, bidders are referred to the printed specifications and the plans.

The Board reserves the right to reject all the bids received in response to this advertisement if it should deem it for the interest of the City so to do.

Blank forms of bid or estimate, and also the proper envelopes in which to enclose the same, together with the form of agreement, including specifications, approved by the Corporation Council, and showing the manner of payment, may be obtained upon application at the office of the Department, 220 West 44th Street, at the corner of the Broadway, Borough of The Bronx, where the plans, which are made a part of the specifications, can be seen.

GEORGE C. CLAUSON,  
GEORGE V. BROWER,  
AUDITOR GENERAL,  
Commissioners of Parks of The City of New York.

## DEPARTMENT OF CORRECTION.

DEPARTMENT OF CORRECTION—CITY OF NEW YORK,  
Borough of MANHATTAN.

**SEALED BIDS OR ESTIMATES WILL BE RECEIVED** by the Commissioner of Correction at the office of the Department of Correction, No. 125 West 44th Street, in The City of New York, until 12 o'clock noon.

**THURSDAY, JULY 12, 1901,**  
for furnishing and delivering the following named supplies and performing the work set forth in the plans.

**Borough of Manhattan.**  
**FOR FURNISHING FRAM, FITTING, HARDWARE, MANUFACTURING, SUPPLIES, TO SHIP AND MISC.**  
**FOR THE NEW YORK CITY PRISON.**

The time to be allowed for the completion of each contract and the amount of security required for the faithful performance of the several matters mentioned above are respectively as follows:

Not to exceed days after notice.  
Twenty days.  
No per cent, or amount of bond.

The person or persons making an estimate shall furnish the same in a sealed envelope, indorsed with the name of the person making the estimate, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the President of said Department, and read.

The amount of security required is five thousand dollars.

The Board reserves the right to reject all the bids received in response to this advertisement if it should deem it for the interest of the City so to do.

Blank forms of bid or estimate, and also the proper envelopes in which to enclose the same, together with the form of agreement, including specifications, approved by the Corporation Council, and showing the manner of payment, may be obtained upon application at the office of the Department, 220 West 44th Street, at the corner of the Broadway, Borough of The Bronx, where the plans, which are made a part of the specifications, can be seen.

For particulars as to the quantity and quality of the supplies or the nature and extent of the work required or of the materials to be furnished, bidders are referred to the printed specifications.

For supplies, bidders are referred to the Kings County Penitentiary.

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 enclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Council, may be obtained upon application at the office of the Commissioner, or at the office of the General Bookkeeper and Auditor, FRANCIS J. LANTY, Commissioner.

## DEPARTMENT OF PUBLIC CHARITIES.

DEPARTMENT OF PUBLIC CHARITIES,  
Borough of MANHATTAN,  
FORT OF EAST TWENTY-SIXTH STREET,  
New York, June 28, 1901.

### AUCTION SALE.

**THE UNDERSIGNED WILL SELL AT PUBLIC AUCTION, at Alms House, Borough of Richmond, SATURDAY, JULY 13, 1901,**

- at 9 A. M., the following, viz.:
- 3,800 pounds of Scrap Iron.
- 25 pounds of Lead.
- 25 pounds of Copper.
- 25 pounds of Brass.
- 1 Express Wagon.
- 1 Wheel Gig.
- 1 Buggy.
- 2 Bathtubs.
- 1 Shell Crusher.
- 1 Plow.
- 2 Potato Diggers.
- 1 Cultivator.
- 1 Meat Chopper.
- 1 Feed Caster.
- 1 Seed Planter.
- 1 Lawn Mower.
- 1 Mowing Machine.
- 1 Wagon Wheel.
- 1 Disc Harrow.
- 1 Corn Sheller.
- 1 Threshing Machine.
- 1 Wood Sawing Machine.
- 1 Fiddle Cutter.

To be collected and removed from Alms House at once. All quantities to be more or less and estimated only. All qualities to be "as are." Assignments of contracts will not be recognized unless approved by the Commissioners.

Each successful bidder will be required to pay twenty-five per cent of the estimated amount of his purchase to me at the time and place of sale, and the balance to the Superintendent of the Alms House, in cash or a certified check, on a New York City bank, upon delivery of the goods.

The Commissioners reserve the right to order resale of any goods that shall NOT have been purchased by the purchaser within 15 days after the date of sale, and the balance to the Superintendent of the Alms House, in cash or a certified check, on a New York City bank, upon delivery of the goods.

JAMES FERNY,  
Commissioner of Public Charities,  
Borough of Richmond.

DEPARTMENT OF PUBLIC CHARITIES,  
Borough of MANHATTAN and THE BRONX,  
FORT OF EAST TWENTY-SIXTH STREET,  
New York, June 28, 1901.

## PROPOSALS FOR MATERIALS AND WORK REQUIRED IN REPAIRS TO THE 50TH HOSPITAL BANDILL'S ISLAND.

**Borough of Manhattan and The Bronx.**

**SEALED BIDS OR ESTIMATES WILL BE RECEIVED** by the Commissioner of Public Charities, at the office of the Department of Public Charities, No. 125 West 44th Street, in The City of New York, until 12 o'clock noon.

**MONDAY, JULY 15, 1901.**

The person or persons making an estimate shall furnish the same in a sealed envelope, indorsed with the name of the person making the estimate, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the President of said Department, and read.

The amount of security required is five thousand dollars.

The Board reserves the right to reject all the bids received in response to this advertisement if it should deem it for the interest of the City so to do.

Blank forms of bid or estimate, and also the proper envelopes in which to enclose the same, together with the form of agreement, including specifications, approved by the Corporation Council, and showing the manner of payment, may be obtained upon application at the office of the Department, 220 West 44th Street, at the corner of the Broadway, Borough of The Bronx, where the plans, which are made a part of the specifications, can be seen.

For particulars as to the quantity and quality of the supplies or the nature and extent of the work required or of the materials to be furnished, bidders are referred to the printed specifications.

For supplies, bidders are referred to the Kings County Penitentiary.

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 enclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Council, may be obtained upon application at the office of the Commissioner, or at the office of the General Bookkeeper and Auditor, FRANCIS J. LANTY, Commissioner.

JAMES FERNY, Commissioner,  
Borough of Richmond.

DEPARTMENT OF PUBLIC CHARITIES,  
FORT OF EAST TWENTY-SIXTH STREET,  
New York, June 27, 1901.

### TO CONTRACTORS.

### PROPOSALS FOR BIDS OR ESTIMATES.

**Borough of Manhattan and The Bronx.**

**SEALED BIDS OR ESTIMATES WILL BE RECEIVED** by the Commissioner of Public Charities, at the office of the Department of Public Charities, No. 125 West 44th Street, in The City of New York, until 12 o'clock noon.

**MONDAY, JULY 15, 1901.**

**LINE 432. FOR FURNISHING FOUR HORSES TO BE USED FOR AMBULANCE WORK, 25 HANDS HIGH, NOT OVER 5 YEARS OLD, SOUND AND KIND IN ALL HARNESS, TO WEIGH ABOUT 1,200 POUNDS EACH.**

Trails to last until same proves satisfactory. Each horse to be estimated amount to \$1,000 or more, the amount of security required will be an amount not less than fifty per cent, (50%) of the amount of the bid.

This contract is to be performed and the supplies furnished and delivered within the year 1901, and as required by the Commissioner.

The person or persons making an estimate shall furnish the same in a sealed envelope, indorsed with the name of the person making the estimate, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the head of said Department and read, and the award of the contract made according to law, as soon thereafter as practicable.

Each estimate shall contain the names and places of residence of each of the persons making the same, the names of all persons interested with him therein, and if no other person is 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 Municipal Assembly, head of a department, chief of a bureau, deputy thereof or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work 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 making the estimate that the several matters stated therein 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 a surety, and shall contain the matters set forth in the blank form of bid contained below.

No estimate will be received or considered unless accompanied by a certified check, or money in the amount of *five per centum* of the amount of the bond required, as provided in section 422 of the Greater New York Charter.

For particulars as to the quantity and quality of the supplies or the nature and extent of the work required or of the materials to be furnished, bidders are referred to the printed specifications.

The Board reserves the right to reject all bids if it should deem it for the interest of the City so to do.

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 enclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Council, and showing the manner of payment, may be obtained upon application at the office of the Commissioner, or at the office of the General Bookkeeper and Auditor, FRANCIS J. LANTY, Commissioner.

JAMES FERNY, Commissioner,  
Borough of Richmond.

DEPARTMENT OF PUBLIC CHARITIES,  
Borough of MANHATTAN and THE BRONX,  
FORT OF EAST TWENTY-SIXTH STREET,  
New York, June 28, 1901.

## DEPARTMENT OF STREET CLEANING.

DEPARTMENT OF STREET CLEANING,  
MAIN OFFICE: NO. 125 WEST 44TH STREET,  
Borough of MANHATTAN,  
New York, June 28, 1901.

### SEALED BIDS OR ESTIMATES FOR STREET CLEANING AND THE COLLECTION OF RUBBISH, AND OTHER RELIEF AND RUBBISH, IN THE BOROUGH OF MANHATTAN, WILL BE RECEIVED BY THE COMMISSIONER OF STREET CLEANING, AT HIS OFFICE, UNTIL 12 O'CLOCK NOON.

**WEDNESDAY, THE 24 DAY OF JULY, 1901.**

The person or persons making an estimate shall furnish the same in a sealed envelope, indorsed with the name of the person making the estimate, and the date of presentation, to the head of said Department, at the said office, on or before the day and hour above named, at which time and place the bids or estimates received will be publicly opened by the President of said Department, and read.

The amount of security required will be:

First Ward, \$10,000; Second Ward, \$10,000; Third Ward, \$10,000; Fourth Ward, \$10,000; Fifth Ward, \$10,000; Sixth Ward, \$10,000; Seventh Ward, \$10,000; Eighth Ward, \$10,000; Ninth Ward, \$10,000; Tenth Ward, \$10,000; Eleventh Ward, \$10,000; Twelfth Ward, \$10,000; Thirteenth Ward, \$10,000; Fourteenth Ward, \$10,000; Fifteenth Ward, \$10,000; Sixteenth Ward, \$10,000; Seventeenth Ward, \$10,000; Eighteenth Ward, \$10,000; Nineteenth Ward, \$10,000; Twentieth Ward, \$10,000; Twenty-first Ward, \$10,000; Twenty-second Ward, \$10,000; Twenty-third Ward, \$10,000; Twenty-fourth Ward, \$10,000; Twenty-fifth Ward, \$10,000; Twenty-sixth Ward, \$10,000; Twenty-seventh Ward, \$10,000; Twenty-eighth Ward, \$10,000; Twenty-ninth Ward, \$10,000; Thirtieth Ward, \$10,000; Thirty-first Ward, \$10,000; Thirty-second Ward, \$10,000; Thirty-third Ward, \$10,000; Thirty-fourth Ward, \$10,000; Thirty-fifth Ward, \$10,000; Thirty-sixth Ward, \$10,000; Thirty-seventh Ward, \$10,000; Thirty-eighth Ward, \$10,000; Thirty-ninth Ward, \$10,000; Fortieth Ward, \$10,000; Forty-first Ward, \$10,000; Forty-second Ward, \$10,000; Forty-third Ward, \$10,000; Forty-fourth Ward, \$10,000; Forty-fifth Ward, \$10,000; Forty-sixth Ward, \$10,000; Forty-seventh Ward, \$10,000; Forty-eighth Ward, \$10,000; Forty-ninth Ward, \$10,000; Fiftieth Ward, \$10,000; Fifty-first Ward, \$10,000; Fifty-second Ward, \$10,000; Fifty-third Ward, \$10,000; Fifty-fourth Ward, \$10,000; Fifty-fifth Ward, \$10,000; Fifty-sixth Ward, \$10,000; Fifty-seventh Ward, \$10,000; Fifty-eighth Ward, \$10,000; Fifty-ninth Ward, \$10,000; Sixtieth Ward, \$10,000; Sixty-first Ward, \$10,000; Sixty-second Ward, \$10,000; Sixty-third Ward, \$10,000; Sixty-fourth Ward, \$10,000; Sixty-fifth Ward, \$10,000; Sixty-sixth Ward, \$10,000; Sixty-seventh Ward, \$10,000; Sixty-eighth Ward, \$10,000; Sixty-ninth Ward, \$10,000; Seventieth Ward, \$10,000; Seventy-first Ward, \$10,000; Seventy-second Ward, \$10,000; Seventy-third Ward, \$10,000; Seventy-fourth Ward, \$10,000; Seventy-fifth Ward, \$10,000; Seventy-sixth Ward, \$10,000; Seventy-seventh Ward, \$10,000; Seventy-eighth Ward, \$10,000; Seventy-ninth Ward, \$10,000; Eightieth Ward, \$10,000; Eighty-first Ward, \$10,000; Eighty-second Ward, \$10,000; Eighty-third Ward, \$10,000; Eighty-fourth Ward, \$10,000; Eighty-fifth Ward, \$10,000; Eighty-sixth Ward, \$10,000; Eighty-seventh Ward, \$10,000; Eighty-eighth Ward, \$10,000; Eighty-ninth Ward, \$10,000; Ninetieth Ward, \$10,000; Ninety-first Ward, \$10,000; Ninety-second Ward, \$10,000; Ninety-third Ward, \$10,000; Ninety-fourth Ward, \$10,000; Ninety-fifth Ward, \$10,000; Ninety-sixth Ward, \$10,000; Ninety-seventh Ward, \$10,000; Ninety-eighth Ward, \$10,000; Ninety-ninth Ward, \$10,000; One hundredth Ward, \$10,000; One hundred and first Ward, \$10,000; One hundred and second Ward, \$10,000; One hundred and third Ward, \$10,000; One hundred and fourth Ward, \$10,000; One hundred and fifth Ward, \$10,000; One hundred and sixth Ward, \$10,000; One hundred and seventh Ward, \$10,000; One hundred and eighth Ward, \$10,000; One hundred and ninth Ward, \$10,000; One hundred and tenth Ward, \$10,000; One hundred and eleventh Ward, \$10,000; One hundred and twelfth Ward, \$10,000; One hundred and thirteenth Ward, \$10,000; One hundred and fourteenth Ward, \$10,000; One hundred and fifteenth Ward, \$10,000; One hundred and sixteenth Ward, \$10,000; One hundred and seventeenth Ward, \$10,000; One hundred and eighteenth Ward, \$10,000; One hundred and nineteenth Ward, \$10,000; One hundred and twentieth Ward, \$10,000; One hundred and twenty-first Ward, \$10,000; One hundred and twenty-second Ward, \$10,000; One hundred and twenty-third Ward, \$10,000; One hundred and twenty-fourth Ward, \$10,000; One hundred and twenty-fifth Ward, \$10,000; One hundred and twenty-sixth Ward, \$10,000; One hundred and twenty-seventh Ward, \$10,000; One hundred and twenty-eighth Ward, \$10,000; One hundred and twenty-ninth Ward, \$10,000; One hundred and thirtieth Ward, \$10,000; One hundred and thirty-first Ward, \$10,000; One hundred and thirty-second Ward, \$10,000; One hundred and thirty-third Ward, \$10,000; One hundred and thirty-fourth Ward, \$10,000; One hundred and thirty-fifth Ward, \$10,000; One hundred and thirty-sixth Ward, \$10,000; One hundred and thirty-seventh Ward, \$10,000; One hundred and thirty-eighth Ward, \$10,000; One hundred and thirty-ninth Ward, \$10,000; One hundred and fortieth Ward, \$10,000; One hundred and forty-first Ward, \$10,000; One hundred and forty-second Ward, \$10,000; One hundred and forty-third Ward, \$10,000; One hundred and forty-fourth Ward, \$10,000; One hundred and forty-fifth Ward, \$10,000; One hundred and forty-sixth Ward, \$10,000; One hundred and forty-seventh Ward, \$10,000; One hundred and forty-eighth Ward, \$10,000; One hundred and forty-ninth Ward, \$10,000; One hundred and fiftieth Ward, \$10,000; One hundred and fifty-first Ward, \$10,000; One hundred and fifty-second Ward, \$10,000; One hundred and fifty-third Ward, \$10,000; One hundred and fifty-fourth Ward, \$10,000; One hundred and fifty-fifth Ward, \$10,000; One hundred and fifty-sixth Ward, \$10,000; One hundred and fifty-seventh Ward, \$10,000; One hundred and fifty-eighth Ward, \$10,000; One hundred and fifty-ninth Ward, \$10,000; One hundred and sixtieth Ward, \$10,000; One hundred and sixty-first Ward, \$10,000; One hundred and sixty-second Ward, \$10,000; One hundred and sixty-third Ward, \$10,000; One hundred and sixty-fourth Ward, \$10,000; One hundred and sixty-fifth Ward, \$10,000; One hundred and sixty-sixth Ward, \$10,000; One hundred and sixty-seventh Ward, \$10,000; One hundred and sixty-eighth Ward, \$10,000; One hundred and sixty-ninth Ward, \$10,000; One hundred and seventieth Ward, \$10,000; One hundred and seventy-first Ward, \$10,000; One hundred and seventy-second Ward, \$10,000; One hundred and seventy-third Ward, \$10,000; One hundred and seventy-fourth Ward, \$10,000; One hundred and seventy-fifth Ward, \$10,000; One hundred and seventy-sixth Ward, \$10,000; One hundred and seventy-seventh Ward, \$10,000; One hundred and seventy-eighth Ward, \$10,000; One hundred and seventy-ninth Ward, \$10,000; One hundred and eightieth Ward, \$10,000; One hundred and eighty-first Ward, \$10,000; One hundred and eighty-second Ward, \$10,000; One hundred and eighty-third Ward, \$10,000; One hundred and eighty-fourth Ward, \$10,000; One hundred and eighty-fifth Ward, \$10,000; One hundred and eighty-sixth Ward, \$10,000; One hundred and eighty-seventh Ward, \$10,000; One hundred and eighty-eighth Ward, \$10,000; One hundred and eighty-ninth Ward, \$10,000; One hundred and ninetieth Ward, \$10,000; One hundred and ninety-first Ward, \$10,000; One hundred and ninety-second Ward, \$10,000; One hundred and ninety-third Ward, \$10,000; One hundred and ninety-fourth Ward, \$10,000; One hundred and ninety-fifth Ward, \$10,000; One hundred and ninety-sixth Ward, \$10,000; One hundred and ninety-seventh Ward, \$10,000; One hundred and ninety-eighth Ward, \$10,000; One hundred and ninety-ninth Ward, \$10,000; Two hundredth Ward, \$10,000; Two hundred and first Ward, \$10,000; Two hundred and second Ward, \$10,000; Two hundred and third Ward, \$10,000; Two hundred and fourth Ward, \$10,000; Two hundred and fifth Ward, \$10,000; Two hundred and sixth Ward, \$10,000; Two hundred and seventh Ward, \$10,000; Two hundred and eighth Ward, \$10,000; Two hundred and ninth Ward, \$10,000; Two hundred and tenth Ward, \$10,000; Two hundred and eleventh Ward, \$10,000; Two hundred and twelfth Ward, \$10,000; Two hundred and thirteenth Ward, \$10,000; Two hundred and fourteenth Ward, \$10,000; Two hundred and fifteenth Ward, \$10,000; Two hundred and sixteenth Ward, \$10,000; Two hundred and seventeenth Ward, \$10,000; Two hundred and eighteenth Ward, \$10,000; Two hundred and nineteenth Ward, \$10,000; Two hundred and twentieth Ward, \$10,000; Two hundred and twenty-first Ward, \$10,000; Two hundred and twenty-second Ward, \$10,000; Two hundred and twenty-third Ward, \$10,000; Two hundred and twenty-fourth Ward, \$10,000; Two hundred and twenty-fifth Ward, \$10,000; Two hundred and twenty-sixth Ward, \$10,000; Two hundred and twenty-seventh Ward, \$10,000; Two hundred and twenty-eighth Ward, \$10,000; Two hundred and twenty-ninth Ward, \$10,000; Two hundred and thirtieth Ward, \$10,000; Two hundred and thirty-first Ward, \$10,000; Two hundred and thirty-second Ward, \$10,000; Two hundred and thirty-third Ward, \$10,000; Two hundred and thirty-fourth Ward, \$10,000; Two hundred and thirty-fifth Ward, \$10,000; Two hundred and thirty-sixth Ward, \$10,000; Two hundred and thirty-seventh Ward, \$10,000; Two hundred and thirty-eighth Ward, \$10,000; Two hundred and thirty-ninth Ward, \$10,000; Two hundred and fortieth Ward, \$10,000; Two hundred and forty-first Ward, \$10,000; Two hundred and forty-second Ward, \$10,000; Two hundred and forty-third Ward, \$10,000; Two hundred and forty-fourth Ward, \$10,000; Two hundred and forty-fifth Ward, \$10,000; Two hundred and forty-sixth Ward, \$10,000; Two hundred and forty-seventh Ward, \$10,000; Two hundred and forty-eighth Ward, \$10,000; Two hundred and forty-ninth Ward, \$10,000; Two hundred and fiftieth Ward, \$10,000; Two hundred and fifty-first Ward, \$10,000; Two hundred and fifty-second Ward, \$10,000; Two hundred and fifty-third Ward, \$10,000; Two hundred and fifty-fourth Ward, \$10,000; Two hundred and fifty-fifth Ward, \$10,000; Two hundred and fifty-sixth Ward, \$10,000; Two hundred and fifty-seventh Ward, \$10,000; Two hundred and fifty-eighth Ward, \$10,000; Two hundred and fifty-ninth Ward, \$10,000; Two hundred and sixtieth Ward, \$10,000; Two hundred and sixty-first Ward, \$10,000; Two hundred and sixty-second Ward, \$10,000; Two hundred and sixty-third Ward, \$10,000; Two hundred and sixty-fourth Ward, \$10,000; Two hundred and sixty-fifth Ward, \$10,000; Two hundred and sixty-sixth Ward, \$10,000; Two hundred and sixty-seventh Ward, \$10,000; Two hundred and sixty-eighth Ward, \$10,000; Two hundred and sixty-ninth Ward, \$10,000; Two hundred and seventieth Ward, \$10,000; Two hundred and seventy-first Ward, \$10,000; Two hundred and seventy-second Ward, \$10,000; Two hundred and seventy-third Ward, \$10,000; Two hundred and seventy-fourth Ward, \$10,000; Two hundred and seventy-fifth Ward, \$10,000; Two hundred and seventy-sixth Ward, \$10,000; Two hundred and seventy-seventh Ward, \$10,000; Two hundred and seventy-eighth Ward, \$10,000; Two hundred and seventy-ninth Ward, \$10,000; Two hundred and eightieth Ward, \$10,000; Two hundred and eighty-first Ward, \$10,000; Two hundred and eighty-second Ward, \$10,000; Two hundred and eighty-third Ward, \$10,000; Two hundred and eighty-fourth Ward, \$10,000; Two hundred and eighty-fifth Ward, \$10,000; Two hundred and eighty-sixth Ward, \$10,000; Two hundred and eighty-seventh Ward, \$10,000; Two hundred and eighty-eighth Ward, \$10,000; Two hundred and eighty-ninth Ward, \$10,000; Two hundred and ninetieth Ward, \$10,000; Two hundred and ninety-first Ward, \$10,000; Two hundred and ninety-second Ward, \$10,000; Two hundred and ninety-third Ward, \$10,000; Two hundred and ninety-fourth Ward, \$10,000; Two hundred and ninety-fifth Ward, \$10,000; Two hundred and ninety-sixth Ward, \$10,000; Two hundred and ninety-seventh Ward, \$10,000; Two hundred and ninety-eighth Ward, \$10,000; Two hundred and ninety-ninth Ward, \$10,000; Three hundredth Ward, \$10,000; Three hundred and first Ward, \$10,000; Three hundred and second Ward, \$10,000; Three hundred and third Ward, \$10,000; Three hundred and fourth Ward, \$10,000; Three hundred and fifth Ward, \$10,000; Three hundred and sixth Ward, \$10,000; Three hundred and seventh Ward, \$10,000; Three hundred and eighth Ward, \$10,000; Three hundred and ninth Ward, \$10,000; Three hundred and tenth Ward, \$10,000; Three hundred and eleventh Ward, \$10,000; Three hundred and twelfth Ward, \$10,000; Three hundred and thirteenth Ward, \$10,000; Three hundred and fourteenth Ward, \$10,000; Three hundred and fifteenth Ward, \$10,000; Three hundred and sixteenth Ward, \$10,000; Three hundred and seventeenth Ward, \$10,000; Three hundred and eighteenth Ward, \$10,000; Three hundred and nineteenth Ward, \$10,000; Three hundred and twentieth Ward, \$10,000; Three hundred and twenty-first Ward, \$10,000; Three hundred and twenty-second Ward, \$10,000; Three hundred and twenty-third Ward, \$10,000; Three hundred and twenty-fourth Ward, \$10,000; Three hundred and twenty-fifth Ward, \$10,000; Three hundred and twenty-sixth Ward, \$10,000; Three hundred and twenty-seventh Ward, \$10,000; Three hundred and twenty-eighth Ward, \$10,000; Three hundred and twenty-ninth Ward, \$10,000; Three hundred and thirtieth Ward, \$10,000; Three hundred and thirty-first Ward, \$10,000; Three hundred and thirty-second Ward, \$10,000; Three hundred and thirty-third Ward, \$10,000; Three hundred and thirty-fourth Ward, \$10,000; Three hundred and thirty-fifth Ward, \$10,000; Three hundred and thirty-sixth Ward, \$10,000; Three hundred and thirty-seventh Ward, \$10,000; Three hundred and thirty-eighth Ward, \$10,000; Three hundred and thirty-ninth Ward, \$10,000; Three hundred and fortieth Ward, \$10,000; Three hundred and forty-first Ward, \$10,000; Three hundred and forty-second Ward, \$10,000; Three hundred and forty-third Ward, \$10,000; Three hundred and forty-fourth Ward, \$10,000; Three hundred and forty-fifth Ward, \$10,000; Three hundred and forty-sixth Ward, \$10,000; Three hundred and forty-seventh Ward, \$10,000; Three hundred and forty-eighth Ward, \$10,000; Three hundred and forty-ninth Ward, \$10,000; Three hundred and fiftieth Ward, \$10,000; Three hundred and fifty-first Ward, \$10,000; Three hundred and fifty-second Ward, \$10,000; Three hundred and fifty-third Ward, \$10,000; Three hundred and fifty-fourth Ward, \$10,000; Three hundred and fifty-fifth Ward, \$10,000; Three hundred and fifty-sixth Ward, \$10,000; Three hundred and fifty-seventh Ward, \$10,000; Three hundred and fifty-eighth Ward, \$10,000; Three hundred and fifty-ninth Ward, \$10,000; Three hundred and sixtieth Ward, \$10,000; Three hundred and sixty-first Ward, \$10,000; Three hundred and sixty-second Ward, \$10,000; Three hundred and sixty-third Ward, \$10,000; Three hundred and sixty-fourth Ward, \$10,000; Three hundred and sixty-fifth Ward, \$10,000; Three hundred and sixty-sixth Ward, \$10,000; Three hundred and sixty-seventh Ward, \$10,000; Three hundred and sixty-eighth Ward, \$10,000; Three hundred and sixty-ninth Ward, \$10,000; Three hundred and seventieth Ward, \$10,000; Three hundred and seventy-first Ward, \$10,000; Three hundred and seventy-second Ward, \$10,000; Three hundred and seventy-third Ward, \$10,000; Three hundred and seventy-fourth Ward, \$10,000; Three hundred and seventy-fifth Ward, \$10,000; Three hundred and seventy-sixth Ward, \$10,000; Three hundred and seventy-seventh Ward, \$10,000; Three hundred and seventy-eighth Ward, \$10,000; Three hundred and seventy-ninth Ward, \$10,000; Three hundred and eightieth Ward, \$10,000; Three hundred and eighty-first Ward, \$10,000; Three hundred and eighty-second Ward, \$10,000; Three hundred and eighty-third Ward, \$10,000; Three hundred and eighty-fourth Ward, \$10,000; Three hundred and eighty-fifth Ward, \$10,000; Three hundred and eighty-sixth Ward, \$10,000; Three hundred and eighty-seventh Ward, \$10,000; Three hundred and eighty-eighth Ward, \$10,000; Three hundred and eighty-ninth Ward, \$10,000; Three hundred and ninetieth Ward, \$10,000; Three hundred and ninety-first Ward, \$10,000; Three hundred and ninety-second Ward, \$10,000; Three hundred and ninety-third Ward, \$10,000; Three hundred and ninety-fourth Ward, \$10,000; Three hundred and ninety-fifth Ward, \$10,000; Three hundred and ninety-sixth Ward, \$10,000; Three hundred and ninety-seventh Ward, \$10,000; Three hundred and ninety-eighth Ward, \$10,000; Three hundred and ninety-ninth Ward, \$10,000; Four hundredth Ward, \$10,000; Four hundred and first Ward, \$10,000; Four hundred and second Ward, \$10,000; Four hundred and third Ward, \$10,000; Four hundred and fourth Ward, \$10,000; Four hundred and fifth Ward, \$10,000; Four hundred and sixth Ward, \$10,000; Four hundred and seventh Ward, \$10,000; Four hundred and eighth Ward, \$10,000; Four hundred and ninth Ward, \$10,000; Four hundred and tenth Ward, \$10,000; Four hundred and eleventh Ward, \$10,000; Four hundred and twelfth Ward, \$10,000; Four hundred and thirteenth Ward, \$10,000; Four hundred and fourteenth Ward, \$10,000; Four hundred and fifteenth Ward, \$10,000; Four hundred and sixteenth Ward, \$10,000; Four hundred and seventeenth Ward, \$10,000; Four hundred and eighteenth Ward, \$10,000; Four hundred and nineteenth Ward, \$10,000; Four hundred and twentieth Ward, \$10,000; Four hundred and twenty-first Ward, \$10,000; Four hundred and twenty-second Ward, \$10,000; Four hundred and twenty-third Ward, \$10,000; Four hundred and twenty-fourth Ward, \$10,000; Four hundred and twenty-fifth Ward, \$10,000; Four hundred and twenty-sixth Ward, \$10,000; Four hundred and twenty-seventh Ward, \$10,000; Four hundred and twenty-eighth Ward, \$10,000; Four hundred and twenty-ninth Ward, \$10,000; Four hundred and thirtieth Ward, \$10,000; Four hundred and thirty-first Ward, \$10,000; Four hundred and thirty-second Ward, \$10,000; Four hundred and thirty-third Ward, \$10,000; Four hundred and thirty-fourth Ward, \$10,000; Four hundred and thirty-fifth Ward, \$10,000; Four hundred and thirty-sixth Ward, \$10,000; Four hundred and thirty-seventh Ward, \$10,000; Four hundred and thirty-eighth Ward, \$10,000; Four hundred and thirty-ninth Ward, \$10,000; Four hundred and fortieth Ward, \$10,000; Four hundred and forty-first Ward, \$10,000; Four hundred and forty-second Ward, \$10,000; Four hundred and forty-third Ward, \$10,000; Four hundred and forty-fourth Ward, \$10,000; Four hundred and forty-fifth Ward, \$10,000; Four hundred and forty-sixth Ward, \$10,000; Four hundred and forty-seventh Ward, \$1







has 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 of the City of New York, at Park avenue and Fifty-sixth street, 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 and who may object to the same or any part thereof, may within ten days after the first publication of this notice, June 26, 1901, file their objections to such estimate, in writing, with us, at our office in the office of the Corporation Counsel of the City of New York, in the Borough Hall, in the Borough of Brooklyn, in said city, as provided by statute, and that we, the said Commissioners, will hear parties so objecting at our office, on the 15th day of July, 1901, at 10 o'clock in the afternoon, and upon such subsequent days as may be found necessary.

Third—That our report herein will be presented to the Supreme Court of the State of New York, at a Special Term thereof for the hearing of motions, to be held in the Kings County Court-house, in the Borough of Brooklyn, in the City of New York, on the 25th day of July, 1901, at the opening of the Court on that day, and thereafter, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated the 10th day of Brooklyn, City of New York, June 28, 1901.

JOHN A. QUINTARD,  
JOHN H. DURACK,  
ROBERT S. HUSSING,  
Commissioners.

GEORGE T. STONE,  
Clerk.

#### SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title to the lands, tenements and hereditaments required for the purpose of opening EAST THIRTY-SECOND STREET, from Church avenue to Avenue C, in the Twenty-ninth Ward, in the Borough of Brooklyn, in the City of New York, as the same has been heretofore laid out.

NOTICE IS HEREBY GIVEN THAT THE BILL of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, Second Department, at a Special Term thereof to be held for the hearing of motions at the County Court-house, in the Borough of Brooklyn, in the City of New York, on the 8th day of July, 1901, at 10 o'clock in the 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 Kings, there to remain for and during the space of ten days, as required by the provisions of section 999 of title 4 of chapter 12 of chapter 373 of the Laws of 1897.

Dated Borough of Brooklyn, New York, June 24, 1901.

JOHN F. SMITH,  
JOHN W. CROFTNER,  
SEWARD SHANAHAN,  
Commissioners.

M. E. FROSTMAN,  
Clerk.

#### FIRST DEPARTMENT.

In the matter of the application of The Mayor, Aldermen and Commonality 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 purpose of opening WEEKS STREET (although not yet named by proper authority), from Claremont Park to the Grand Boulevard and Concourse, as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-fourth Ward of the 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 8th day of July, 1901, at 10 o'clock in the 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 title 4 of chapter 17 of chapter 373 of the Laws of 1897.

Dated Borough of Manhattan, New York, June 26, 1901.

JOHN I. O'NEILL,  
ARTHUR BERRY,  
H. B. HALL,  
Commissioners.

JOHN P. DUNN,  
Clerk.

#### FIRST DEPARTMENT.

In the matter of the application of The Mayor, Aldermen and Commonality 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 purpose of opening TOPPING STREET (although not yet named by proper authority), from Claremont Park to East One Hundred and Seventy-sixth street, as the same has been heretofore laid out and designated as a first-class street or road, in the Twenty-fourth Ward of the City of New York.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter up to and including the 15th day of June, 1901, 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 8th day of July, 1901, at 10 o'clock in the 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 title 4 of chapter 17 of chapter 373 of the Laws of 1897.

Dated Borough of Manhattan, New York, June 18, 1901.

THEODORE E. SMITH,  
THOMAS BARTLEY,  
Commissioners.

JOHN P. DUNN,  
Clerk.

#### 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 of A NEW STREET (although not yet named by proper authority), between Richmond turnpike and Ward

avenue, in the Second Ward, Borough of Richmond, City of New York.

NOTICE IS HEREBY GIVEN THAT WE, THE undersigned, were appointed by an order of the Supreme Court, bearing date the 20th day of May, 1901, and duly entered in the office of the Clerk of the County of Richmond, at his office in the Borough of Richmond, in the City of New York, on the 6th day of June, 1901, Commissioners of Estimate and Assessment for the purpose of making a just and equitable estimate and assessment of the loss and damage, if any, or of the benefit and advantage, if any, as the case may be, to the respective owners, tenants, parties and persons respectively entitled to or interested in the lands, tenements, hereditaments and premises required for the purpose by and in consequence of opening 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 therein attached, filed herein in the office of the Clerk of the County of Richmond on the 6th day of June, 1901, and a just and equitable estimate and assessment of the value of the benefit and advantage of said street or avenue to be proposed or laid out and formed in the respective owners, tenants, parties and persons respectively entitled to or interested in the said respective lands, tenements, hereditaments and premises not required for the purpose of opening, laying out and forming the same, but benefited thereby, 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, 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 the said street or avenue, or 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 and Assessment, at our office, 20th floor, Nos. 20 and 22 West Broadway, Borough of Manhattan, in the City of New York, with such affidavits or other proofs as the said owners or claimants may desire, within twenty days after the date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 15th day of July, 1901, at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon, and we will hear such owners and persons in relation thereto, and examine the proofs of such claimants or claimants, or such additional proofs and allegations as may then be offered by such owners or claimants at the City of New York.

Dated Borough of Manhattan, New York, City, June 20, 1901.

GEORGE M. PINNEY, JR.,  
JAMES BURKE, JR.,  
CHARLES S. DALEY,  
Commissioners.

JOHN P. DUNN,  
Clerk.

#### FIRST DEPARTMENT.

In the matter of the application of The Mayor, Aldermen and Commonality of the City of New York, relative to acquiring title to certain parcels or parcels of land for a Public Park at the FOOT OF THE EAST SEVENTY-SIXTH STREET, East river, in the Nineteenth Ward of the City of New York, as the same has been heretofore laid out and designated as a first-class street or road, and laid out by the Board of Street Opening and Improvement under and in pursuance of chapter 373 of the Laws of 1897.

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, tenants 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 and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 20 and 22 West Broadway, in the Borough of Manhattan, in the City of New York, on or before the 15th day of July, 1901, 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 15th day of July, 1901, at 10 o'clock A. M.

Second—That the abstract of our said 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 our report, have been deposited in the Department of Parks, the Arsenal, Central Park, in the Borough of Manhattan, in the City of New York, there to remain until the 15th day of July, 1901.

Third—That the area of our assessment for benefit extends from the northern side of Seventy-third street to the southern side of Eighty-third street, and from Third avenue to East river, in the Borough of Manhattan, in the City of New York, and within that area we have assessed for benefit 25 per cent, or one quarter of the cost of the acquisition of title to the lands required for this public park upon the property and persons, and estates benefited by the acquisition and construction of said park, pursuant to a resolution of the Board of Street Opening and Improvement, adopted on the 23rd day of June, 1897, and in conformity with the provisions of Chapter 373 of the Laws of 1897.

Fourth—That our report herein will be presented to 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 6th day of August, 1901, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated Borough of Manhattan, New York, May 29, 1901.

PIERRE V. B. HOES, Chairman,  
JAMES OWENS,  
GEO. T. DAVIDSON,  
Commissioners.

JOHN P. DUNN,  
Clerk.

#### FIRE DEPARTMENT.

HEADQUARTERS, FIRE DEPARTMENT,  
Nos. 127 and 129 EAST SEVENTH STREET,  
BOROUGH OF MANHATTAN,  
CITY OF NEW YORK, June 28, 1901.

#### TO CONTRACTORS.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED by the Fire Department, at the above office of the Fire Department, until 11:30 o'clock A. M. of

WEDNESDAY, JULY 10, 1901,

for furnishing and delivering the following articles, and for completing the following work:

**Boroughs of Manhattan and The Bronx.**  
No. 1. FOR FIVE HUNDRED (500) TONS OF 2,000 POUNDS (each) OF EGG-SIZE ANTHRACITE COAL, TO BE DELIVERED PRIOR TO JANUARY 1, 1902.

The amount of security required is Twelve Hundred Dollars.

No. 2. FOR THE ALTERATION OF BUILDING LOCATED AT No. 28 MORTON STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

The time for the performance and completion of the contract is sixty days.

The security required will be One Thousand Five Hundred Dollars.

#### Boroughs of Brooklyn and Queens.

No. 3. FOR FIVE THOUSAND (5,000) FEET OF TWO AND ONE-HALF INCH WAX AND GUM-TREATED, DOUBLE JACKETED, RUBBER-LINED COTTON FIRE HOSE.

The time for the delivery is sixty days.

The amount of security required is Two Thousand Five Hundred Dollars.

No. 4.

10,000 POUNDS NO. 1 HAY.

10,000 POUNDS NO. 1 WHEAT STRAW.

10,000 POUNDS NET WEIGHT NO. 2 WHITE CLIPPED OATS, TO WEIGH NOT LESS THAN 34 POUNDS TO THE MEASURED BUSHEL.

10,000 POUNDS NET WEIGHT, FRESH, CLEAN, SWEET BRAN.

The time to be allowed for the full delivery of the contract is ninety (90) days, and the amount of the security required for the faithful performance of the contract is Five Thousand Dollars (\$5,000).

To be delivered at all of the various houses of the Department in the Boroughs of Brooklyn and Queens, as such times and in such quantities as may be required. The articles to be inspected and weighed at the several places of delivery by the officer or other employee in charge. The weighing to be upon beam scales furnished by the Department and transported by the contractor.

All of the hay, straw and bran shall be subject to inspection by a Practice Exchange Inspector at any time required by the Department not exceeding three times during the delivery under this contract, the expense of which inspection shall be borne by the contractor.

Proposals must include all items, specifying the price per cwt. for Hay, Straw, Oats and Bran.

Further particulars as to the nature, quantity and quality of the work required will be found in the printed specifications and manuals for the said supplies.

Bidders must name a price for each and every item included in the specifications upon which these bids are based, and also state the total amount of their bids for the class supplies named.

Each bid or estimate shall contain the name and place of residence of the person making the same, the names of all persons interested with him therein, and if no other person be so interested, it shall distinctly state that fact; that it is made without any collusion 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 Municipal Assembly, head of a department, chief of a bureau, deputy head or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supply or work 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 making the estimate, that the several matters stated therein are in all respects true.

Each bid or estimate shall be accompanied by the receipt, 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 form of bid transmitted below.

No bid or estimate will be received or considered unless accompanied by a certified check, or money to the amount of five per centum of the amount of the bond required, as provided in section 220 of the Greater New York Charter.

No. 5.—The prices to be written in the estimate and also stated in figures, and all estimates will be considered as informal which do not contain bids for all items for which bids are hereby called, or which contain bids for items for which bids are not hereby called for.

The Fire Commissioner reserves the right to reject all bids if he should deem it for the interest of the City so to do.

Blank forms of bid or estimate, and also the proper envelopes in which to inclose the same, together with the form of agreement, including specifications, approved as to form by the Corporation Counsel, and showing the manner of payment, can be obtained upon application therefor at the office of the Fire Department, Nos. 127 and 129 East Seventh street, in the Borough of Manhattan, New York City.

JOHN J. SCANNELL,  
Fire Commissioner.

#### OFFICIAL PAPERS.

MORNING—"MORNING JOURNAL"—TELEGRAPH.  
Evening—"Daily News," "Commercial Advertiser," "Weekly," "Weekly Union."  
Semi-weekly—"Herald Local Reporter," "German"—"Morgen Journal."

WILLIAM A. BUTLER,  
Supervisor, City Record.

SEPTEMBER 6, 1900.

#### DEPARTMENT OF FINANCE.

PETER F. MEYER, AUCTIONEER.

#### CORPORATION SALE OF REAL ESTATE.

PUBLIC NOTICE IS HEREBY GIVEN THAT the Commissioners of the Sinking Fund of The City of New York, by virtue of the powers vested in them by law, will offer for sale at public auction, on

WEDNESDAY, JULY 31, 1901,

at 12 o'clock A. M., at the Comptroller's office, No. 28 Broadway, Borough of Manhattan, City of New York, all the right, title and interest of The City of New York in and to certain premises situated in the Borough of Brooklyn, and described as follows:

All that certain piece or parcel of land, situate, lying and being in the Twenty-sixth Ward of the Borough of Brooklyn, being so much of the old Hunterly road as falls within the lines of lot known and designated on the assessment map of said ward as Lot No. 7, in Block 107, and which parcel is more particularly described as follows:

Beginning at a point on the westerly side of Thurford avenue, distant 150 feet southerly from the southwesterly corner of Riverside avenue and Thurford avenue, and running thence westerly parallel with said Riverside avenue 40 feet, 40 inches to the westerly line of the old Hunterly road; thence southerly along the westerly line of said old road to its point of intersection with the westerly line of Thurford avenue; and thence northerly along the said westerly line of Thurford avenue to the point or place of beginning, be the said several dimensions more or less.

The City's interest in said premises to be sold upon the following

#### TERMS AND CONDITIONS OF SALE.

The highest bidder for said parcel will be required to pay the full amount of his bid or purchase money and the auctioneer's fee at the time of sale, together with the further sum of \$75 for expenses of examination, advertising, etc.

The purchaser must deliver to the premises to be delivered within thirty days from the date of sale.

The Comptroller may, at his option, resell the property struck off to the highest bidder who shall fail to comply with the terms of sale, and the party who fails to comply therewith will be held liable for any deficiency resulting from such resale.

The right to reject any bid is reserved.

The map of the property to be sold may be seen upon application at the Comptroller's office, Room 25, No. 28 Broadway, Borough of Manhattan, City of New York.

By order of the Commissioners of the Sinking Fund, under resolution adopted June 11, 1901.

ROD S. COLEMAN,  
Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE, JUNE 28, 1901.

PETER F. MEYER, AUCTIONEER.

#### CORPORATION SALE OF REAL ESTATE.

PUBLIC NOTICE IS HEREBY GIVEN THAT the Commissioners of the Sinking Fund of The City of New York, by virtue of the powers vested in them by law, will offer for sale at public auction, on

WEDNESDAY, JULY 31, 1901,

at 12 o'clock A. M., at the Comptroller's office, No. 28 Broadway, Borough of Manhattan, City of New York, all the right, title and interest of The City of New York in and to certain premises situated in the Borough of Brooklyn, and described as follows:

All that certain piece or parcel of land, situate, lying and being in the Eighth Ward of the Borough of Brooklyn, being so much of the old Hunterly road as falls within the lines of lot known and designated on the assessment map of said ward as Lot No. 1, in Block 107, and which parcel is more particularly described as follows:

Beginning at the westerly corner of Third avenue and Twenty-sixth street, and running thence north westerly along the westerly side of Third avenue 100 feet, thence southerly parallel with Third avenue 40 feet, 40 inches to the westerly line of the old Hunterly road; thence southerly along the westerly line of said old road to its point of intersection with the westerly line of Thurford avenue; and thence northerly along the said westerly line of Thurford avenue to the point or place of beginning.

The City's interest in said premises to be sold upon the following

#### TERMS AND CONDITIONS OF SALE.

The highest bidder for said parcel will be required to pay the full amount of his bid or purchase money and the auctioneer's fee at the time of sale, together with the further sum of \$75 for expenses of examination, advertising, etc.

The purchaser must deliver to the premises to be delivered within thirty days from the date of sale.

The Comptroller may, at his option, resell the property struck off to the highest bidder who shall fail to comply with the terms of sale, and the party who fails to comply therewith will be held liable for any deficiency resulting from such resale.

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By order of the Commissioners of the Sinking Fund, under resolution adopted June 11, 1901.

ROD S. COLEMAN,  
Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE, JUNE 28, 1901.

#### NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

IN PURSUANCE OF SECTION 100 OF THE FIRST

Greater New York Charter, the Commissioners of the City of New York hereby give public notice of the submission by the Supreme Court, and the opening of the Bureau for the Submission of Assessments and Appeals, at the necessary for OPENING AND ACQUIRING TITLE to the above-entitled streets in the Borough of THE BRONX.

#### TWENTY-FOURTH WARD, SECTION 10.

RYER AVENUE—OFFERING, from Thurford avenue to Riverside avenue, containing 100 lots, was entered June 28, 1901. Area of Assessment, bounded all these lands, tenements and hereditaments and premises situate, lying and being in the line of the Thurford road in the City of New York, which taken together are bounded and described as follows, viz.: Beginning at a point formed by the intersection of the middle line of the block between Thurford avenue and Riverside street with the southerly side of the Grand Boulevard and Concourse; running thence northerly along said southerly side of the Grand Boulevard and Concourse to the middle line of the block between East One Hundred and Seventy-ninth street and East One Hundred and Seventy-eighth street; thence southerly along said middle line of the block to its intersection with a line drawn parallel to the westerly side of Anthony avenue and distant 100 feet westerly therefrom; thence northerly along said parallel line to the southerly side of Riverside avenue; thence easterly on a straight line to the intersection of the northerly side of the block between Anthony avenue and the Grand Boulevard and Concourse; thence northerly along said middle line of the block to the middle line of the block between Riverside avenue and East One Hundred and Eighty-first street; thence southerly along said middle line of the block to its intersection with a line drawn parallel to the northerly side of Anthony avenue and distant 100 feet westerly therefrom; thence southerly along said parallel line to the southerly side of Riverside avenue; thence easterly on a straight line to the intersection of the northerly side of the block between Anthony avenue and the Grand Boulevard and Concourse; thence northerly along said middle line of the block to the middle line of the block between Riverside avenue and East One Hundred and Eighty-first street; thence southerly along said middle line of the block to its intersection with a line drawn parallel to the northerly side of Anthony avenue and distant 100 feet westerly therefrom; thence southerly along said parallel line to the southerly side of Riverside avenue; thence easterly on a straight line to the intersection of the northerly side of the block between Anthony avenue and the Grand Boulevard and Concourse; thence northerly along said middle line of the block to the middle line of the block between Riverside avenue and East One Hundred and Eighty-first street; thence southerly along said middle line of the block to its intersection with a line drawn parallel to the northerly side of Anthony avenue and distant 100 feet westerly therefrom; thence southerly along said parallel line to the southerly side of Riverside avenue; thence easterly on a straight line to the intersection of the northerly side of the block between Anthony avenue and the Grand Boulevard and Concourse; thence northerly along said middle line of the block to the middle line of the block between Riverside avenue and East One Hundred and Eighty-first street; thence southerly along said middle line of the block to its intersection with a line drawn parallel to the northerly side of Anthony avenue and distant 100 feet westerly therefrom; thence southerly along said parallel line to the southerly side of Riverside avenue; thence easterly on a straight line to the intersection of the northerly side of the block between Anthony avenue and the Grand Boulevard and Concourse; thence northerly along said middle line of the block to the middle line of the block between Riverside avenue and East One Hundred and Eighty-first street; thence southerly along said middle line of the block to its intersection with a line drawn parallel to the northerly side of Anthony avenue and distant 100 feet westerly therefrom; thence southerly along said parallel line to the southerly side of Riverside avenue; thence easterly on a straight line to the intersection of the northerly side of the block between Anthony avenue and the Grand Boulevard and Concourse; thence northerly along said middle line of the block to the middle line of the block between Riverside avenue and East One Hundred and Eighty-first street; thence southerly along said middle line of the block to its intersection with a line drawn parallel to the northerly side of Anthony avenue and distant 100 feet westerly therefrom; thence southerly along said parallel line to the southerly side of Riverside avenue; thence easterly on a straight line to the intersection of the northerly side of the block between Anthony avenue and the Grand Boulevard and Concourse; 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