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BOARD OF ESTIMATE AND APPORTIONMENT.

EXTRACT FROM

MINUTES, BOARD OF ESTIMATE AND APPORTIONMENT, CITY OF NEW YORK, JANUARY 10, 1908.

NEW YORK AND PORT CHESTER RAILROAD COMPANY.

By resolution adopted July 8, 1907, the public hearing on the proposed form of contract consenting to certain modifications and alterations in the line of the route of the New York and Port Chester Railroad Company, in the Borough of The Bronx, as laid down in contract dated May 31, 1906, granting a franchise to said company, was fixed for September 20, 1907, and on that date was continued until November 1, 1907, in accordance with an opinion of the Acting Corporation Counsel, advising the Board that the injunction order entered in the action of Robinson vs. New York, Westchester and Boston Railway Company, allowed the Board to continue the advertisement of the hearing, but not hold same. On November 1, the hearing was continued until December 13, 1907, and on that date was continued until this day.

At the meeting of December 20, 1907, a resolution was adopted directing the New York, New Haven and Hartford Railroad Company to submit to this Board a statement in writing relative to its ownership of the New York and Port Chester Railroad Company, the New York, Westchester and Boston Railway Company and the Millbrook Company, or the franchises of either company, and its intentions relative to the construction of the "Port Chester" or "Westchester" railroads.

The Secretary presented the following:

NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY,

NEW HAVEN, CONN., December 31, 1907.

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

DEAR SIR—Referring to the resolution of the Board of Estimate and Apportionment, adopted December 20, 1907, requiring the New York, New Haven and Hartford Railroad Company to submit to the Board on or before January 1, 1908, a statement in writing setting forth in full all facts relative to the ownership and control by itself or any of its allied interests of Millbrook Company, New York, Westchester and Boston Railway Company, and the New York and Port Chester Railroad Company, individually or collectively, or the franchises granted to the New York, Westchester and Boston Railway Company or the New York and Port Chester Railroad Company, and of its intentions in regard to the construction and operation of the lines of the two last named companies, the said New York, New Haven and Hartford Railroad Company respectfully submits the following:

This company owns all the stock of Millbrook Company, a corporation organized and existing under the Business Corporation Law of the State of New York. The company was organized on or about the 5th day of November, 1906. The total authorized issue of stock of that company is \$100,000, consisting of 1,000 shares of the par value of \$100 each. All of this stock is owned by the New Haven Company.

Millbrook Company in turn since a date prior to July 1, 1907, has owned and now owns 91,581 shares of the stock of New York and Port Chester Railroad Company, being all the stock of that company issued and outstanding, excepting that nine qualifying shares are held by the directors of the company.

New York and Port Chester Railroad Company since a date prior to July 1, 1907, has owned and now owns the following securities of New York, Westchester and Boston Railway Company:

(a) 5,639 shares of the stock of New York, Westchester and Boston Railway Company, par value \$100 a share.

(b) The beneficial interest in 23,489 1/2 shares of stock of New York, Westchester and Boston Railway Company, evidenced by voting trust certificates.

(c) \$13,490,000 out of \$13,500,000 of a certain underwriting agreement calling upon conditions therein stated for \$15,000,000 of bonds and 45,000 shares of stock of New York, Westchester and Boston Railway Company, evidenced by voting trust certificates now held by Knickerbocker Trust Company under the said syndicate agreement of underwriting. All of said underwriting interests, with the exception of \$10,000, are now held by this company, but the same have not yet been paid in full. Upon completion of payments to said underwriting this company will be entitled to 44,967 shares of stock of New York, Westchester and Boston Railway Company, evidenced by voting trust certificates.

It is the intention of the New York, New Haven and Hartford Railroad Company to cause to be constructed a railroad from the Harlem river to Port Chester, consisting of two tracks, from the Harlem river to One Hundred and Seventy-seventh street, four tracks from One Hundred and Seventy-seventh street to the city line, and two tracks from the city line to Port Chester; such road to be high speed electric railroad, in compliance with the provisions of the franchises heretofore granted by The City of New York to the Port Chester Company and the Westchester Company.

The purpose and desire of this company is to construct such railroad upon the best available route between the Harlem river and Port Chester, whether the route already laid down by the New York and Port Chester Railroad Company, or the New York, Westchester and Boston Railway Company, or the New York, New Haven and Hartford Railroad Company.

The plan under which this construction is to be made has not taken final form only because of the resistance by property owners disputing in the courts the validity of the charter of the New York, Westchester and Boston Railway Company. It was hoped that, pending a decision upon this charter, the work of construction might proceed, in so far as it covered that portion of the route from One Hundred and Seventy-seventh street to the city line, by the New York and Port Chester Company under an agreement with the New York, Westchester and Boston Railway Company. For such purpose application was made to your Honorable Board for leave to cross the streets in the Borough of the Bronx upon the route of the New York and Port Chester Railroad Company, as amended.

This attempt to construct promptly has encountered the opposition of one of the stockholders of the Westchester Company, in whose suit an injunction has been granted preventing your Board, at least for the present, from granting the application of the New York and Port Chester Railroad Company.

The New York, New Haven and Hartford Railroad Company has no preference as to the charter finally to be adopted, its only desire being that the road shall be built under the charter of the company which shall be free from legal question.

The route selected between One Hundred and Seventy-seventh street and the city line is that which this company desires finally to construct, and upon which railroad a considerable amount of work has already been done.

Since the filing of the application for change of route by the Port Chester Company, additional property has been purchased between One Hundred and Seventy-seventh street and the city line, and the company has now bought, or arranged to buy, substantially all property between those two points, with the exception of a few pieces, as to which it is evident that it will be necessary to commence condemnation proceedings in order to acquire the necessary right of way.

Until either the Westchester Company, by reason of a final decision by the Court of Appeals sustaining the validity of its charter rights, is in a position to condemn, or the Port Chester, by reason of the consent of the Board to cross the streets on its amended route, is in like position, little progress can be made in this regard.

On December 27, 1907, Judge Charles F. Brown, the referee before whom the proceedings to determine the validity of the Westchester charter were pending in the form of a condemnation proceeding to acquire property of Mrs. Arabella D. Huntington, rendered an opinion sustaining the validity of the charter of that company.

If this charter is finally sustained, it is the intention and desire of this company that the New York and Port Chester Railroad Company and the New York, Westchester and Boston Railway Company shall be consolidated or merged in accordance with the provisions of law so as to form one company. Should, however, the decision of Judge Brown be reversed, and the Court of Appeals adjudge the charter of the Westchester Company to be invalid, the construction of the road will be completed under the Port Chester charter.

The consolidation or merger of these two companies is, of course, subject to the consent of your Board, and to that of the Public Service Commission. It is the intention of this company to cause such application to be made as shall be necessary to accomplish that purpose as soon as that situation shall have arisen.

Yours truly,
C. S. MELLEN, President.

REPORT NO. F-76.

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

January 8, 1908.

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

SIR—In response to the request contained in the resolution of the Board of Estimate and Apportionment adopted on December 20 last, calling upon the New York, New Haven and Hartford Railroad Company to lay before the Board the facts as to its alleged ownership of the Millbrook Company, the New York, Westchester and Boston Railway Company and the New York and Port Chester Railroad Company, and in case of such ownership a statement of its plans for constructing one or both or a part of each of these lines, Mr. C. S. Mellen, President of the New York, New Haven and Hartford Railroad Company, has, under date of December 31, 1907, submitted to the Board a statement giving the information asked for in detail as to the relations between the New York, New Haven and Hartford Railroad Company and the other companies, from which it appears that his company actually owns the other three corporations.

The information given in the letter of December 31 as to the plans of the company is not believed to be sufficiently explicit to enable the Board to pass upon the application now pending for a change in the route of the New York and Port Chester Railroad Company. I beg to submit herewith a report from the Engineer in charge of the Division of Franchises, explaining the situation in considerable detail, and I concur in his recommendation that even should the injunction now restraining the Board from acting upon the application for a change of route be dissolved, no action be taken until the company shall have furnished more specific information as to its intentions in the four contingencies which might arise as a result of present litigation.

I would therefore recommend that the company be asked to furnish the information suggested in the report herewith submitted.

Respectfully,
NELSON P. LEWIS, Chief Engineer.

BOARD OF ESTIMATE AND APPORTIONMENT,
DIVISION OF FRANCHISES, ROOM 801, NO. 277 BROADWAY,

January 7, 1908.

Mr. NELSON P. LEWIS, Chief Engineer:

SIR—The New York, New Haven and Hartford Railroad Company, in a communication dated December 31, 1907, and signed by C. S. Mellen, President, has replied to the resolution adopted by the Board of Estimate and Apportionment on December 20 last, calling upon the said company to submit a statement in regard

to its ownership of Millbrook Company, the holding company of the New York, Westchester and Boston Railway Company and the New York and Port Chester Railroad Company, and also in case of such ownership its intention in regard to the construction of one or both railroads. The ownership, as stated in Mr. Mellen's letter, is as follows: The New Haven Company owns Millbrook Company, Millbrook Company owns the Port Chester Company and the Port Chester Company owns or has a controlling interest in the Westchester Company. The result of this is that the New Haven Company is the owner of both the Westchester and Port Chester companies.

Millbrook Company was organized November 5, 1906, and it was subsequent to this date that the application of the Port Chester Company was made to the Board for a change of line to enable it to utilize a part of the then partly constructed line of the Westchester Company. It will thus be seen that the New Haven Company has acquired control of two franchises which would practically parallel its own line between the Harlem river and Port Chester, and that in consequence the City is now dealing with an interstate railroad system instead of one or two independent companies incorporated for the purpose of constructing a high speed electric railroad, which, it was expected, would compete with the New Haven Company for local traffic between the Harlem river and Port Chester.

The action of the New Haven Company in this case is in line with its policy pursued in its home State of Connecticut, and also in Massachusetts, where, I am informed, it has absorbed a large portion, if not all, of the electric railroads which would in any way compete with it for business or which would act as feeders to its line.

The letter goes on to give the detailed holdings of Millbrook and the Port Chester companies, but which are not material at the present time, except in so far as to show that the failure of the Port Chester Company to acquire the entire capital stock and bond issue of the Westchester Company has led to the institution of the pending suit, under which the Board is enjoined from granting a franchise to the Port Chester Company of a change of line to the route of the Westchester Company. As to the plans for the construction of a railroad, Mr. Mellen states as follows:

"The purpose and desire of this company is to construct such railroad upon the best available route between the Harlem river and Port Chester, whether the route already laid down by the New York and Port Chester Railroad, or the New York, Westchester and Boston Railway Company, or the New York, New Haven and Hartford Railroad Company."

From this it will be seen that the company does not select any particular route, but says it will use the best available one between the Harlem river and Port Chester, whether it be that of the Port Chester Railroad, the Westchester Railroad or the existing line of the New Haven Company, or a combination of the same. In explanation of its failure to continue the construction work on any one line since it obtained control, it goes on to recite the seemingly endless litigation which has been in progress in one form or another almost from the time when the initial franchise was granted to the Westchester Company, and this litigation is far from terminated.

The statement of Mr. Mellen, as above quoted, may mean one of several things: it may mean that it is the intention of the New Haven Company to build a railroad from the Harlem river to the City line partly upon the route of one company and partly upon the route of another, or it may mean the intention of the New Haven company to construct a railroad upon either the route of the Westchester or Port Chester companies north of One Hundred and Seventy-seventh street and make connection at the West Farms station of the Interborough Rapid Transit Company's constructed road. Again, it may utilize either one of the franchises north of One Hundred and Seventy-seventh street and make connection at or near such point with the existing line of the Harlem River and Port Chester Railroad, thus operating trains south to the Harlem river or by means of the New York Connecting Railroad, when constructed, into the Borough of Queens, and thence through the Pennsylvania, New York and Long Island Railroad tunnels to the Borough of Manhattan at Thirty-fourth street. It may mean, however, that it will only do such work under the present franchises as will technically comply with the same, in order to keep them alive, using such extensions of time as the Court may grant on account of the litigation now in progress until the New Haven Company shall have perfected a plan for an independent entrance into the heart of The City of New York.

It would appear that the New Haven Company is most anxious to secure such independent entrance into The City of New York, and thus avoid the fixed charge of rental to the Harlem Railroad for the use of that company's tracks from Woodlawn to Forty-second street, which amounts annually, I am informed, to upward of half a million of dollars.

It will be remembered that on June 21, 1906, the New Haven Company applied to the Board of Rapid Transit Railroad Commissioners for a franchise for the right to connect its main line at or near Woodlawn station with its Harlem River and Port Chester line at or near West Farms station, which would appear to have been the first step in its attempt to secure an additional entrance part way through the City. No explanation was given at the time as to the company's reason for such application, and in a letter purporting to have been signed by Mr. Mellen, printed in the "Evening Telegram" of September 16, 1905, he stated that surveys for such a line had been completed and action would be taken to secure a franchise, but that he did not feel at liberty to give any further information in regard to the matter at that time. This application was not pressed and no action was ever taken by the Board of Rapid Transit Railroad Commissioners.

The acquisition of the Port Chester and Westchester franchises will give the New Haven Company such a connection as it before applied for, and now that it has acquired the control of these companies and stifled possible competition there is nothing in the letter of Mr. Mellen to show that it will not calmly await the outcome of prolonged litigation as to the validity of charter and stockholders' rights until such time as it can use the franchises so acquired for its corporate purposes.

It may not be inopportune to recite briefly at this time the rights granted to these supposedly rival companies and the work which has been done under such rights, showing that although a high speed electric road has been authorized for over three years and four months, but little or nothing has been done. The City granted to the Westchester Company its franchise August 2, 1904, one of the conditions being that the grantee should expend for construction the sum of at least one million dollars within the limits of The City of New York within two years; this time expired August 2, 1906, and at the meeting of the Board on October 12, 1906, the Comptroller presented for the consideration of the Board two reports from his department regarding the compliance by the company with the above condition, showing as follows:

Construction work in place of the value of.....	\$559,945 24
Material delivered in the borough.....	368,155 57
Engineering expenses	138,491 26
Sundry bills	13,154 77
Total	\$1,079,746 84

From which it will be seen that only about two-thirds of the amount required to be spent was represented by actual finished construction; it being necessary to count all of the material which had been ordered and delivered to reach the million dollar mark.

From the company's books it was shown that the total disbursements were as follows:

August 2, 1904, to December 31, 1904.....	\$5,970 16
For the year 1905.....	168,687 42
January 1, 1906, to June 1, 1906.....	134,544 93
June, 1906	145,598 86
July, 1906	619,772 67
August 1 and 2, 1906.....	3,333 33
Total	\$1,077,907 37

From this it will be seen that work did not progress during 1904 and 1905 at any rapid rate, and that practically 70 per cent. of the expenditures were made during the last two months before the time should expire, such expenditures, which included large amounts for material delivered only being made at this time to technically comply with the franchises, for soon thereafter work was practically stopped. It must,

however, be admitted that the company was seriously handicapped in being unable to obtain a continuous right-of-way, and that in consequence work could not be continued economically.

The grant to the Port Chester Company was made in June, 1906, and in my report previously presented in November I called attention to the necessity for a continuous four-track railroad from the Harlem river to the city line if a grant was to be made, and that such condition should be imposed as to compel such construction, whereas in the Westchester grant previously made there was no condition which would compel the construction of any railroad south of One Hundred and Seventy-seventh street. At One Hundred and Seventy-seventh street it was proposed to connect with the Interborough Rapid Transit Company's station, and as this east side line was at that time much congested, it did not seem to me desirable that any further traffic should be delivered to it at this point. The Board of Rapid Transit Commissioners took the same view of the matter, and at the meeting of December 5, 1905, transmitted a copy of a report of its Chief Engineer, in which it was stated:

"The route of the railroad is so near the present rapid transit elevated structure at One Hundred and Seventy-seventh street connection could be made in this locality, but on account of the subway connection on Lenox avenue has already almost reached its limit during the rush hours, it would be undesirable to make the connection with the rapid transit railroad at this point."

The situation is not in any way changed for the better to-day, and I call attention to this point now particularly for the reason that the New Haven Company states its intention of building a four-track road only between One Hundred and Seventy-seventh street and the city line, as required by both franchises, but only two tracks above the city line and two tracks from One Hundred and Seventy-seventh street south to the Harlem river.

Under the Port Chester franchise I believe some property has been acquired along the line, but I do not know of any construction work whatsoever having been commenced.

It will be seen from the above that little or no progress has been made towards the construction of a high speed electric line, as the City had every reason to expect when the original franchises were granted over three years ago.

The question which naturally arises at this time is, will the conditions imposed in the proposed contract consenting to a change of line of the Port Chester Company adequately protect the City, and secure for it the completion of a high speed electric railroad, in view of the fact that the franchises of both companies are now controlled by the New Haven Company. The answer to this question I find most difficult, largely for the reason that the plans of the New Haven Company are not in any manner defined in its communication to the Board, or by any information which I have been otherwise able to obtain.

It might be that should the City consent to this change of line it would secure, under the conditions imposed, a much needed additional railroad. On the other hand, with both franchises still outstanding to be used by the holding company in such manner as will best suit its own interests, and which interests may not be those which will best serve the traveling public, the situation may become so involved that the City will be unable to hold either company to its obligations, as has been the case with the street surface railways since their consolidation in both the Boroughs of Manhattan and Brooklyn. Ever since the street surface railways which obtained their several rights at different times were consolidated the City has been unable to collect from them what it deems should be paid under the grants, and there has been constant controversy over the payments of percentages of car license fees and bills for paving, which has resulted in the City filing with the receivers of the New York City Railway Company a statement of the amount due the City of unpaid percentages of upwards of thirteen millions of dollars.

The pecuniary loss to the City is not the only difficulty which may arise in this case, for should the Board grant the change applied for, and the court of last resort later sustains the validity of the charter of the Westchester Company, the result would be two valid franchises for practically the same route, both franchises owned by a third company, which company could then determine what portion of each franchise it would select to build and operate under.

The conditions imposed in the Westchester and Port Chester grants are not identical, and if certain portions of the Westchester franchise were used the rate of fare could not be controlled in the same manner as that of the Port Chester were used. I am only referring to this one instance, but probably many others could be cited where, with two franchises out against the City, it would be at all times difficult for the City to maintain absolute control as was intended. Again, part of each of the franchises may be used in connection with the existing line of the New Haven Company: this would still further complicate the situation. It has been intimated that when complete control has been obtained the two companies might be merged. This could not be done without the consent of the Board, and the Board could then impose new conditions, or practically make a new contract, but such a course might further delay matters, and it might be desirable that one of the two franchises should be annulled before any further privileges were granted.

At the present writing I do not think that the Board has before it sufficient facts to intelligently pass upon the change of line, in view of the changed conditions since the proposed contract was drawn. To date no decision has been handed down in the case under which the Board is enjoined from taking action, but even should such decision be handed down immediately I do not believe that the Board should take favorable action until it has received more definite assurances from the New Haven Company as to its intentions, and I therefore recommend that no action be taken by the Board in granting the petition even should the injunction be removed until the New Haven Company has had a further opportunity to reply, and when it may be desirable to change the form of contract now before the Board.

I believe that in requesting the New Haven Company for a more specific statement it should be required to advise the Board what part of each of the two franchises and what part of its own road it will use between the Harlem river and Port Chester, and when it will contract to build a road through The City of New York under each of the following situations, which may arise:

First—In case the present injunction is dissolved and on appeal the decision is sustained, and the City grants the petition for the change of route;

Second—If the injunction be continued and the Board is perpetually restrained from granting the application;

Third—If the validity of the Westchester charter is upheld;

Fourth—If the Board is restrained from granting the application and the Westchester charter is declared invalid.

It is particularly unfortunate for the City that the companies should be involved in such litigation, and it does not seem possible that this litigation can be shortened unless the New Haven Company shall have succeeded in acquiring the minority interest in the Westchester stocks and bonds.

The situation, however, may change at any time, but I think the Board should await the reply of the New Haven Company before taking further action.

Respectfully,

HARRY P. NICHOLS, Engineer in Charge.

Allen Wardwell, of counsel for the New York and Port Chester Railroad Company, appeared and stated a decision had not as yet been handed down by the Court.

The Comptroller offered the following:

Resolved, That the public hearing on the proposed form of contract consenting to certain modifications and alterations in the line of the route of the New York and Port Chester Railroad Company, in the Borough of The Bronx, as laid down in contract dated May 31, 1906, granting a franchise to said company, be and it hereby is continued until January 24, 1908, at the same time and place.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and Queens

—15.

The Comptroller offered the following:

Resolved, That the communication dated December 31, 1907, from the New York, New Haven and Hartford Railroad Company, this day presented to this Board, in answer to the resolution adopted December 20, 1907, be and it hereby is referred to a

Select Committee, consisting of the Comptroller, the President of the Borough of The Bronx, the Corporation Counsel and the Chief Engineer of this Board.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and Queens—15.

LONG ISLAND RAILROAD COMPANY FOR ITSELF AND AS LESSEE OF THE NEW YORK, BROOKLYN AND MANHATTAN BEACH RAILWAY COMPANY.

The Secretary presented the following:

Relocation of the Manhattan Beach.

To the Board of Estimate and Apportionment of The City of New York, No. 277 Broadway, New York City:

GENTLEMEN—After the passage by your Board of the resolution of June 7, 1907, authorizing the execution of the contract between the New York, Brooklyn and Manhattan Beach Railway Company and the City, in respect to the relocation and change of grade in the tracks of such railroad, such contract was printed and presented to me for signature. At the same time the preparation by the railroad of the deeds to certain lands constituting its present right-of-way, was also undertaken. It was then discovered that there were three paragraphs in the contract which it was necessary to have changed, and which had been overlooked in the negotiations with the Special Committee, consisting of Messrs. Metz, McGowan and Coler, which had led to the preparation of the agreement to be approved by your Board. This was doubtless owing to the fact that the main discussion with such committee was in regard to the heights of the bridges, and but little attention was paid to the other details of the agreement.

These changes were as follows:

1. The fourth paragraph of the contract provides that the Manhattan Beach and the Long Island are, simultaneously with the execution and delivery of the agreement, to convey to the City their right and title in certain lands occupied by their present right-of-way.

It is indispensable that this right-of-way should continue to be used until the Manhattan Beach Improvement is completed, or the railroads cannot be operated. The contract therefore requires to be amended so as to provide that while such deeds shall be executed simultaneously with the contract, they shall be delivered to the City in escrow, not to take effect until the improvement is completed, so that the railroads can operate their cars over the same.

2. Paragraph fifth provides that the railroads are to convey to the City the land within the limits of the present or proposed right-of-way necessary for the openings of streets in the future across the same, without cost to the City.

It will be recalled that these crossings are all to be either by bridges over a cut or by openings through an embankment. The contract should be amended so as to provide that these conveyances should be subject to the right of the railroad to continue to operate over its right-of-way, and should convey an easement and not a fee, as such easement is all that is necessary, where the crossings are not at grade.

3. Subdivision C of paragraph third provides that the foot of the slope of East Sixteenth street shall not extend beyond the westerly side line of the street, and such slope shall be fully seeded and grassed with a three-foot sodded boarder at the foot of such slope, to the satisfaction of the Borough President, and so maintained.

This should be changed so as to refer to the foot of the slope of the embankment lying west of East Sixteenth street. Moreover, the provision that the slope should not extend beyond the westerly line of such street should also be modified. Sixteenth street has never been opened between Avenue J and Avenue Y. Between Avenues K and L it has been closed, one-half becoming part of the Brooklyn Athletic Field, belonging to the City. The street is only physically open for six blocks out of a total of seventeen (including one that has been closed). On this there is little or no travel, and only one block is macadamized. All the land which lies west of Sixteenth street between the points above mentioned belongs to the railroad company, and will be covered by its railroad embankment. Consequently, there will be no houses erected on this side of the street. Sixteenth street is laid out as being 60 feet wide, consisting of a roadway 32 feet, two sidewalks of 8 feet each, and two courtyards of 6 feet each. The height of the railroad embankment along it on this side of the street is such that when the side is sloped to a natural slope and sodded, as the contract provides, such slope must extend over the westerly courtyard line. As the courtyard is legally part of the street, the occupation of it by any part of the slope is prohibited. This will make it necessary for the railroads to construct a retaining wall, which, including foundations, will have to be from 9 to 15 feet high between Avenue J and a point below Avenue Y, a distance approximately of $\frac{1}{2}$ miles. This will necessitate nearly 18,000 yards of concrete and 13,000 yards of foundation excavation, and will cost at least \$150,000, of which the City must pay one-half, or \$75,000, while if no wall should be built and a slope put in, the foot of which would extend to the westerly edge of the sidewalk, the cost for retaining walls would be limited to a few places where station conditions make them necessary, and their cost would not exceed \$18,000, of which the City would pay one-half, or \$9,000. I submit that this great expense for a retaining wall is wholly unnecessary.

The purpose of a courtyard is to afford light and air to the houses upon that side of the street. The courtyard space is permitted to be used for stoops, bay windows, terraces and similar purposes.

I am advised that the occupation of a portion of the courtyard space of Sixteenth street by a slope of this description would be a lawful use of it. Certainly all that the public would ever use or is concerned in, is the eight feet of sidewalk, and this would not be encroached upon even if the slope would be permitted to be constructed. In fact, a sidewalk upon this side of Sixteenth street, in view of the fact that no houses will ever be constructed upon it, is useless and a waste of money.

In addition, if this retaining wall is constructed it will be impossible for the Long Island to fill in the embankment until it is completed. This will delay for at least a year the moving of its tracks from their present position, the abolishing of grade crossings, and the surrendering to the City of the portions of the old right-of-way, which it was agreed should be ceded to the latter. It will, therefore, not only put the railroad to a great and unnecessary expense and inconvenience, but will involve great public inconvenience.

Upon observing these oversights in the contract, I caused the matter to be brought to the attention of some of the members of the Committee, and General Wingate, the general solicitor of the Long Island Railroad, has been negotiating in regard to obtaining their assent to a proposed modification of the agreement.

It has recently occurred to us that it may be claimed that the report of the Committee and its approval by your Board constituted practically a discharge of such Committee, and that it may be considered to be irregular for the railroad to take the matter up with the Committee without having first made a formal application to your Board.

I would, therefore, respectfully ask that the contract may be amended so as to contain the provisions hereinabove mentioned.

As an inducement to the City to consent to these alterations, the railroads are willing to agree to convey to the City as an addition to the existing athletic field which lies between the centre line of East Sixteenth street, between Avenues K and L (which street has been closed), and Seventeenth street, the westerly half of Sixteenth street, extending from its centre to its eastern courtyard line, and between Avenues K and L. This will make a plot 800 feet long and 24 feet wide, which will make a valuable addition to the athletic field, which has in fact been planned with the idea that this half of the street shall be acquired from the City, and be utilized for the construction of grandstands, outfields and entrances to the athletic field.

I transmit herewith the following:

1. Form of contract as authorized by the Board.

2. Form of proposed amended contract.

Respectfully yours,

RALPH PETERS,

President, New York, Brooklyn and Manhattan Beach Railway Company, and of the Long Island Railroad Company.

New York, December 31, 1907.

A petition was received from Herbert S. Worthley, President of the Flatbush Board of Trade of the Thirty-second Ward, transmitting resolutions adopted by that body, protesting against the establishment of a freight yard at Avenue I and East Sixteenth and East Seventeenth streets, by the Railroad Company.

The Secretary presented the following:

REPORT NO. F-70

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

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

SIR—The Flatbush Board of Trade, through its President, has under date of December 14, 1907, protested against the construction by the Long Island Railroad Company of a freight yard at the intersection of the Manhattan Beach Division of the said railroad company running to Bay Ridge and the branch of the same line running to Manhattan Beach.

The plans for the Bay Ridge Improvement prepared by the Brooklyn Grade Crossing Commission appear to contemplate the construction of a yard at this intersection. The agreement between the Long Island Railroad Company and The City of New York, which has already been approved by the Board of Estimate and Apportionment, has not yet been executed, and the Railroad Company has recently made application to the Board for a modification of certain terms of the agreement. This will give an opportunity to hear the objections of the Flatbush Board of Trade and other property owners in this vicinity, and it might be well to grant such a hearing in connection with the consideration of the recent request of the railroad company for a modification of the terms of the agreement.

I beg, therefore, to suggest that the Board give a hearing to the Flatbush Board of Trade and other property owners at the meeting to be held on January 24, 1908, a resolution to this effect being herewith submitted.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

BOARD OF ESTIMATE AND APPORTIONMENT,
DIVISION OF FRANCHISES, ROOM 801, NO. 277 BROADWAY,
January 6, 1908.

MR. NELSON P. LEWIS, Chief Engineer:

SIR—Mr. Herbert Worthley, President of the Flatbush Board of Trade of the Thirty-second Ward, Borough of Brooklyn, has presented a petition, dated December 14, 1907, protesting against the proposed construction of a freight yard by the Long Island Railroad Company at Avenue I and East Sixteenth and East Seventeenth streets, on the ground that the same is unnecessary for the business requirements of the locality, is detrimental to that residential section, and, in addition, would be a nuisance; and he requests that the residents and property owners in that vicinity be given an opportunity to be heard.

The point at which it is proposed to construct this freight yard is at Manhattan Junction (so called) at the point where the branch to Manhattan Beach leaves the main line, and where property has been acquired by the company between and around the curve connections.

On February 16, 1906, a petition was presented to the Board from the Brooklyn Grade Crossing Commission, the New York, Brooklyn and Manhattan Beach Railway Company and the Long Island Railroad Company, as lessee of the first-named railroad, for the consent of the Board to the proposed relocation and change of grade of the Manhattan Beach Division of the above-named railroad, from Avenue M to a point south of Emmons or Neptune avenue, in the Borough of Brooklyn. This application was the subject of a report from the then Bureau of Franchises, which was presented to the Board on May 11, 1906, and among the conditions recommended at that time was that the Long Island Railroad Company be required to enter into an agreement to abandon and remove the tracks from the present location or right of way in Avenue I and in East Seventeenth street, north and south of Avenue I, and convey the title of the lands in said streets to the City without cost; and again, at the meeting of February 15, 1907, a report was submitted from this office, recommending that the railroad company be required to remove its tracks and convey to the City, without cost and free from all encumbrances, all its right, title and interest in the land occupied by the present right of way lying within the limits of East Seventeenth street south of Avenue I. My object at this time was to confine the railroad company to the smallest space necessary in which to operate its road, and thus avoid nuisance as much as possible to the surrounding district, which was residential. However, at the meeting of the Board on the latter date the matter was referred to a Select Committee, which committee presented a report at the meeting of March 15, 1907, requiring the railroad company, among other things, to "convey the land lying in East Seventeenth street, south of Avenue I, to provide a connection between the roadways of East Seventeenth street and Avenue I of at least thirty (30) feet." This report was accepted by the Board of Estimate and Apportionment, and a resolution duly adopted, granting the consent of the City, which was approved by the Mayor on June 11, 1907. This resolution required the railroad company to enter into an agreement with The City of New York, and, among other things, provided that the railroad company should execute and deliver a certain deed to The City of New York simultaneously with the execution and delivery of such instrument. No such agreement has been entered into, nor has such deed been received, but the railroad company has submitted a petition, dated December 31, 1907, requesting certain amendments to this unexecuted agreement.

It would therefore appear that the matter is still open, and the City may impose such other conditions as the Board may deem necessary, after hearing the petitioners represented by Mr. Worthley.

In view of the above, I would recommend that the Board set January 24, 1908, as the date for public hearing, and the Secretary be directed to notify the railroad company and the Flatbush Board of Trade accordingly.

A resolution to this effect is transmitted herewith.

Respectfully,

HARRY P. NICHOLS, Engineer in Charge.

The following was offered:

Resolved, That this Board hereby sets January 24, 1908, at 10:30 a. m., in the Old Council Chamber, Room 16, City Hall, Borough of Manhattan, as the time and place for a public hearing on the proposed modifications to the resolution adopted by this Board June 7, 1907, approved by the Mayor June 11, 1907, consenting to a relocation and change of grade of the tracks of the Manhattan Beach Division of the New York, Brooklyn and Manhattan Beach Railway; and be it further

Resolved, That the Secretary of this Board be and he hereby is directed to publish these resolutions in the CITY RECORD for ten days prior to such date, and forward copies of these resolutions to the Flatbush Board of Trade and the Long Island Railroad Company.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and Queens—15.

LONG ISLAND RAILROAD COMPANY, BROOKLYN CITY RAILROAD COMPANY AND SEA BEACH RAILWAY COMPANY.

At the meeting of November 15, 1907, petitions were received, signed by Michael O'Sullivan and other property owners and business men, and by N. A. Nelson and other working men, requesting the Board to cause the removal of certain fences erected across First avenue at Sixty-third and Sixty-fourth streets, Borough of Brooklyn, and restore the avenue to the citizens as a public highway; and they were referred to the Chief Engineer.

REPORT No. F-75.

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

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

SIR—Under date of October 5, 1907, two petitions were addressed to his Honor the Mayor concerning fences which had been erected across First avenue at Sixty-third and Sixty-fourth streets, in the Borough of Brooklyn, and asking that the Board insist upon their removal. This request was submitted to the Mayor, as Chairman of the Board of Estimate and Apportionment, instead of to the borough authorities, for the reason that these fences were built by the Long Island Railroad Company in connection with the construction of a terminal yard between Sixty-third and Sixty-sixth streets, pursuant to a contract made by the Long Island Railroad Company with The City of New York, under date of February 13, 1906, which contract provided for the closing and discontinuing of portions of Sixty-fourth and Sixty-fifth streets, the raising of the grade of First avenue, and the construction by the railroad company of a viaduct on the line of First avenue. These complaints were referred to the Division of Franchises and have been the subject of a report by the Engineer in charge of that Division, dated November 29, 1907, in which the agreement and the work to be done thereunder are reviewed at length. Subsequent to this your Engineer had some correspondence with President Ralph Peters, of the Long Island Railroad Company, and a letter from him, dated December 3, 1907, and a further report from the Engineer in charge of the Division of Franchises, dated December 20, are submitted herewith.

It will appear from this correspondence that the agreement with the railroad company called for the commencement of work within sixty days after the execution of the agreement and its completion within eighteen months thereafter. The company was also required to submit plans showing the character, design and construction of the viaducts, which plans should be approved by the Board before any work upon them could be begun. Up to the time of the reports and correspondence already referred to and herewith submitted, no plans had been presented to the Board nor had any work upon the viaduct been commenced, although the time named for the entire completion had elapsed, and the Long Island Railroad Company has attempted to justify its failure to submit the plans and complete the work by reason of the fact that it has been in communication with the borough authorities relative to a further change in the grade of First avenue, which would have required a modification of the preliminary plans for the viaduct. Under date of December 31, 1907, the railroad company, through President Peters, has submitted plans for the viaduct, and on the same date he has also applied to the Board for an extension of time under the contract, stating in some detail in the latter the causes of the delay in commencing construction. This application is the subject of a separate report by the Engineer in charge of the Division of Franchises, which is also submitted with the other papers.

The conclusions reached in these reports are that the railroad company has not performed its part of the agreement with the City, and that, while the excuse is offered that the company has been negotiating with the borough authorities, its agreement was with the Board of Estimate and Apportionment, and to that Board should have been made an application for an extension of time before the time limit named in the contract had expired. It is impossible to escape the conclusion that the company is in default to the City, although it maintains that this is not the case.

The action of the company in endeavoring to modify its plans to conform with the views of the President of the Borough of Brooklyn may be considered a proper courtesy to have been shown the borough authorities, but it is difficult to understand why the company did not take the precaution to secure the consent of the Board of Estimate and Apportionment, with whom it made its contract, to such delay. I do not think the Board would be disposed to impose a substantial penalty for default, though it may wish to emphasize the fact that there has been a failure on the part of the company to carry out its contract obligations. I am submitting for the consideration of the Board four resolutions:

1. Requiring the Sea Beach Railway Company, which is now occupying a portion of First avenue by tracks and yards built for its accommodation by the Long Island Railroad Company prior to the construction of the viaduct, to show under what authority it is using this portion of First avenue, and to show cause why it should not be compelled to remove all obstructions and restore the street to its original condition.

2. Calling upon the Brooklyn City Railroad Company to show under what authority it permitted the construction of a spur track connecting the freight yard of the Sea Beach Railway Company with the street surface tracks of the Brooklyn City Railroad Company on Second avenue, and to show cause why the operation of cars on such tracks should not be stopped.

3. Declaring the Long Island Railroad Company in default to The City of New York owing to its failure to carry out the provisions of the contract of February 13, 1906.

4. Providing for a modification of the contract of February 13, 1906, by extending the time allowed for construction to a date twelve months after the execution of the agreement providing for such amendment, upon payment by the company of five hundred dollars (\$500) to The City of New York.

A fifth resolution providing for the approval of the plans will be submitted in connection with a separate report, as these plans have always been considered on Public Improvement calendars.

The penalty suggested for the failure of the company to carry out the provisions of the contract within the time stipulated is considered nominal, and the action proposed is designed more by way of insistence upon the rights of the City in this matter than by way of compensation for any damage which might have been incurred.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

BOARD OF ESTIMATE AND APPORTIONMENT,
DIVISION OF FRANCHISES, ROOM 801, NO. 277 BROADWAY,
November 29, 1907.

Mr. NELSON P. LEWIS, Chief Engineer:

SIR—Under date of October 25, 1907, the Mayor transmitted to the Board of Estimate and Apportionment, two petitions dated October 5, 1907, praying for the removal of two fences erected across First avenue at Sixty-third street and Sixty-fourth street, in the Borough of Brooklyn.

The first petition is signed by Michael O'Sullivan and twenty-two others, and alleges that the signers are property owners and business men of the vicinity, and that the closing of the avenue is damaging their property and business, and that complaints to the Brooklyn officials have had no effect. It recites the fact that in a certain agreement between the City and the Long Island Railroad Company, dated February 13, 1906, the City, upon application of the Railroad Company, closed Sixty-fourth and Sixty-fifth streets, from Second avenue to the Bay, and changed the grade of First avenue; one of the conditions of such change being the obligation upon the part of the railroad company to build a viaduct upon the new grade of First avenue, and during the construction of said viaduct, facilities were to be provided by the company for public travel from Sixty-third to Sixty-sixth street, it being expressly specified that the agreement was not to be construed as granting the Long Island Railroad Company, its lessees or assigns, any right to use the lands within the lines of First avenue.

The second petition signed by N. A. Nelson and thirty-six others, recites that the signers are working men; that First avenue has been closed to traffic by board fences; the land between the fences has been laid out as a freight yard; a spur track has been built from this yard to the street surface railroad on Second avenue, and this spur track is used for the distribution of freight over the street surface lines of Brooklyn to the injury of the already insufficient passenger service; finally by the closing of First avenue, the petitioners are obliged to make a long detour by the way of Second avenue and the Shore road in going to and from their work; that First avenue is a legally opened street, and that it has not been closed by legal authority. The petitions were referred to this Division for investigation.

I have caused an examination to be made on the ground which revealed the following facts:

Permanent board fences have been constructed on the southerly house line of Sixty-third street, and about 25 feet south of the northerly house line of Sixty-fourth street, and extending from the westerly house line of Second avenue to New York Bay, thus completely closing and obstructing First avenue, and the property thus enclosed is now used as a freight yard by the Sea Beach Railway Company.

The greater portion of the length of First avenue inclosed between these fences has been excavated for a depth of about six feet, and railroad tracks have been constructed across it. Railroad rails and ties and paving blocks have been deposited in large quantities within the lines of First avenue, and this portion of the avenue is now used and occupied as a part of a railroad freight yard.

The freight yard is connected with the Sea Beach Railway Company's tracks south of Sixty-fifth street by a double track railroad lying west of Second avenue, and it is also connected with the street surface railroad tracks of the Brooklyn City Railroad Company on Second avenue by a single track spur entering the yard between Sixty-third and Sixty-fourth streets.

From an examination of the records of the office of the President of the Borough of Brooklyn, and also of a mass of correspondence with various City officials, submitted by Mr. O'Sullivan to this Division, it appears that the fence at Sixty-third street was constructed without a permit, some time prior to April 1, 1907, on which date complaint was made to the Borough President and the removal of the fence was requested. In due course of time, the result of an inquiry directed by the Borough President was submitted to the complainant, who took exception to the findings, and again requested the removal of the fence. Subsequently the fence was destroyed by citizens, and on April 24, 1907, the Sea Beach Railway Company made application to the Bureau of Highways for a permit to erect this fence. Thereafter, in a communication to the Commissioner of Public Works dated April 26, 1907, the President of the Borough of Brooklyn authorized the granting of a permit for the temporary closing of First avenue, pending the construction of a viaduct, in accordance with the agreement of the Long Island Railroad Company with the City, and on April 30, 1907, the Bureau of Highways issued a permit to the Sea Beach Railway Company for a temporary fence at this location.

The case of the fence at Sixty-fourth street presents a similar aspect, the original fence being constructed without a permit, except that three attempts made in July to destroy it were unsuccessful, and resulted in the arrest of Mr. Michael O'Sullivan, the present petitioner, who was, I am informed, subsequently discharged. Formal permit was issued to the Sea Beach Railway Company on August 9, 1907, for a temporary fence at this point. These permits contained no provision, fixing the duration of the temporary permission.

Agreement with Long Island Railroad.

The agreement referred to in the petition, and under which the Borough President claimed authority to issue the permits for the fences was authorized by the Board of Estimate and Apportionment, and executed by the Long Island Railroad Company on February 13, 1906, and provides that in consideration of the closing of the portions of Sixty-fourth and Sixty-fifth streets, lying west of Second avenue, and the conveyance of the lands lying within the lines of the streets thus closed to the railroad company, excepting and reserving certain easements to the City, and in consideration of the change of grade of First avenue, between Sixty-second and Sixty-sixth streets, in order to permit of the carrying of First avenue over the proposed terminal yard by means of a viaduct, the Long Island Railroad would construct such viaduct entirely at its own expense. The object of the closing of the streets and the change of the grade of First avenue was to allow of the construction of a freight terminal for the Long Island Railroad.

Among other conditions this agreement provides that the approval of the Board of Estimate and Apportionment to the detailed plans of the viaduct shall be obtained before the commencement of the same, and also that said construction shall be begun within sixty days after the execution of the agreement and completed within eighteen months thereafter,

*** subject to delays caused by strikes, labor difficulties or the acts of God, in which case the Board of Estimate and Apportionment may extend the period of construction for not more than one year more.

No plans of the viaduct have been submitted to the Board for its approval, and actual construction of the viaduct has not as yet been begun.

From information obtained at the office of the Borough President of Brooklyn it would appear that the Consulting Engineer of that office objects to the general plan of the viaduct as incorporated in the agreement, and desires to provide for a change of grade in said viaduct at the southerly end thereof, in order to permit of the carrying of First avenue over and above the Shore road, thus improving the grade of the southern approach to the viaduct.

In February of this year the Long Island Railroad Company consented to delay the construction of the viaduct, in accordance with a request from the office of the Borough President, pending the consideration of such change of plan by the Park Department and the adoption of the change of grade of First avenue by the Board of Estimate and Apportionment, but the railroad company requested specific assurance that the time thus lost would not be charged against the time allowed for the construction of the viaduct, as it stated it had already begun the work.

At this time there were but eight months remaining to the railroad company for the approval of plans of the viaduct by the Board and the complete construction of the same, and no actual construction work had yet been begun, the statement of the railroad company to the contrary notwithstanding. It would, therefore, appear that this acquiescence with the request from the office of the Borough President was possibly an endeavor to evade responsibility for the non-completion of the viaduct. In any event, the only authority to alter the terms and conditions of the agreement lay with the Board of Estimate and Apportionment, and it was the manifest duty of the railroad company to apply to the Board for a modification of the terms and conditions of the agreement fixing the dates of commencement and completion. The present grades as established were first approved by the borough authorities before being adopted by the Board of Estimate and Apportionment.

In addition, section 13 of the agreement requires the cession by the railroad company of certain easements for the construction and maintenance of subsurface structures in Sixty-fourth and Sixty-fifth streets, but I have been unable to ascertain that these easements have been ceded to the city.

These failures to comply with the terms and conditions would seem to place the Long Island Railroad Company in default of the agreement, and it would, therefore, appear on this count that the permits for the construction of the fences in question and the closing of First avenue, cannot properly be continued under authority derived from the agreement.

Occupation of First Avenue by the Sea Beach Railway Company.

Previous to the execution of the agreement the operations of the Sea Beach Railway Company were conducted on its property between Sixty-fourth and Sixty-sixth streets, and it was then stated by the Long Island Railroad Company that arrangements had been entered into with the Brooklyn Rapid Transit Company by which the said property of the Sea Beach Railway Company was to be exchanged for a parcel of similar size extending south from Sixty-third street. Although the records of the Register's office of the Borough of Brooklyn do not show the consummation of this exchange of property an examination on the ground shows that the land to be given in exchange by the Long Island Railroad Company has been developed into a complete terminal yard, and is now occupied by the Sea Beach Railway Company, and I am informed the physical construction of this freight yard was completed by the Long Island Railroad Company.

At the time this agreement was drawn up it was the intent to specifically provide for uninterrupted public travel along First avenue by requiring the completion of construction of the viaduct before the commencement of any work which would obstruct the bed of First avenue, and to that end conditions were incorporated in the agreement providing as follows:

"Tenth—* * * During the construction of said viaduct facilities shall be provided by the Long Island Company for public travel from Sixty-third to Sixty-sixth streets and over those portions of Sixty-third and Sixty-sixth streets affected by the changes contemplated herein, which shall be satisfactory to the authorities of said City."

"Sixteenth—It is not intended by this agreement either directly or indirectly by anything done or to be done thereunder to grant to the Long Island Company, or its lessees or assigns, any right to use the lands within the lines of First avenue."

The Sea Beach Railway Company is owned by the Nassau Electric Railroad Company, which in turn is controlled by the Brooklyn Rapid Transit Company through ownership of a large majority of the stock. In view of this fact and the hereinabove quoted section 16 of the agreement, it is evident that the occupation and use of First avenue by the Brooklyn Rapid Transit Railroad Company as a portion of the freight yard of the Sea Beach Railway Company is entirely outside of the agreement, and I am at a loss to understand under what authority such occupation and use was sanctioned and is now being permitted.

Railroad Connections With the Property.

The railroad tracks west of Second avenue and connecting the freight yard with the right of way of the Sea Beach Railway Company south of Sixty-fifth street, are constructed entirely upon private property, but if the lands within the lines of Sixty-fourth and Sixty-fifth streets should revert to the City, through termination of the agreement with the Long Island Railroad Company, it would be necessary for the Sea Beach Railway Company to make application for permission to maintain and operate the said tracks.

The street surface railroad on Second avenue is authorized by franchise granted to the Brooklyn City Railroad Company on November 1, 1890, by the Supervisor and Commissioners of Highways of the Town of New Utrecht. By far the greater part of the business of the freight yard is carried on over a connection which has been made with the street surface railway tracks on Second avenue without, so far as I can ascertain, the consent of the Board of Estimate and Apportionment or permit from the borough authorities, and such business consists mainly of the receipt of gravel, broken stone and screenings in vessels at the pier, and the distribution of the same in cars of the Brooklyn Rapid Transit Company, operated in great part over the Second avenue tracks. In addition, I am informed that freight cars of the various steam railroad companies are received at the docks of the Bush Terminal Company in the vicinity of Forty-eighth street, and forwarded to this yard over the Second avenue tracks.

It has been reported to me that no passenger service whatsoever is maintained over the Second avenue tracks, between Thirty-ninth street and Sixty-fifth street, except during the morning and evening rush hours, from about 7 to 9:30 a. m., and 4:30 to 7 p. m.

It will thus be seen that the agreement made with the Long Island Railroad Company has not been carried out by that company in certain particulars, as already set forth, and that the Brooklyn Rapid Transit Company has indirectly acquired a large freight depot with water front and a connection with the street surface railroad system in complete disregard of the authority of the Board of Estimate and Apportionment, and the President of the Borough of Brooklyn.

In view of the default of the Long Island Railroad Company, I would suggest that the Secretary be directed to notify the company to show cause in writing to the Board within ten days why the agreement of February 13, 1906, and the grant of the lands lying within the lines of Sixty-fourth and Sixty-fifth streets, previously conveyed to the railroad company by the City in virtue of the agreement, should not be canceled and annulled, and the entire agreement declared void and of no effect, the City to take such other means of relief as may be necessary in the premises.

With reference to the occupation of First avenue, between Sixty-third and Sixty-fourth streets, I would suggest that the Secretary be directed to notify the Sea Beach Railway Company to inform the Board in writing within ten days as to the authority under which it is at present occupying this portion of First avenue; or failing so to do, should show cause why it should not be required to remove the encumbrances, including the fences, from the bed of First avenue and restore the same to its original condition.

I would also suggest that the Secretary be directed to notify the Brooklyn City Railroad Company to show cause in writing within ten days why it has caused or permitted the construction of the spur track connecting the freight yard, presumably of the Sea Beach Railway Company (a steam railroad) with its street surface railroad tracks in Second avenue without authority of the Board of Estimate and Apportionment, and without a permit from the President of the Borough of Brooklyn to open the street, and why said track should not be removed.

As it is apparent that the fences in question were constructed with the sole purpose of protecting the Sea Beach Railway Company in its occupation of the bed of First avenue, between Sixty-third and Sixty-fourth streets, and as the various City officials have been cognizant of this occupation and the City would, therefore, probably be liable in cases of accident to the traveling public at this point, if the fences were removed before the street surface was restored, I would suggest that action upon the petitions now before the Board for the removal of the fences be deferred pending an explanation from the Sea Beach Railway Company to the Board of its occupancy of the bed of First avenue, between Sixty-third and Sixty-fourth streets.

As portions of First avenue, between Sixty-fourth and Sixty-sixth streets are at present in a dangerous condition on account of the operation of the Long Island Railroad Company, it would seem desirable that the Borough President should be fully informed of the status of these matters as herein presented, in order that he may take action for the protection of the public in its use of this portion of First avenue, and any other action in the premises he may see fit, and I would suggest that the Secretary be directed to transmit a copy of this report to the President of the Borough of Brooklyn for his information, together with a copy of any action or actions the Board may see fit to take in the matter.

I append herewith resolutions for adoption in accordance with the suggestions herein contained.

Respectfully,
HARRY P. NICHOLS, Engineer in Charge.

THE LONG ISLAND RAILROAD COMPANY,
LONG ISLAND CITY, N. Y., December 3, 1907.

Mr. NELSON P. LEWIS, Chief Engineer, Board of Estimate and Apportionment, No. 277 Broadway, New York City:

MY DEAR SIR—Your letter of November 30, in regard to the situation on the line of First avenue, between Sixty-third and Sixty-sixth streets, in the Borough of Brooklyn, as covered by the agreement of February 13, 1906, has been received.

I cannot agree with you that the Long Island Railroad is in default to the City. On the contrary, the City, through the Borough officials, has delayed the work, and materially interfered with its prosecution by this company, on account of the desire of the local authorities to extend First avenue above the parkway to Sixty-seventh street, instead of ending the viaduct at Sixty-sixth street. While I informed you that we would present our plans at once for the bridge on First avenue, I had understood from our Engineer that these plans had been completed, but since then I find that that was a mistake, only a section had been worked out on the lines of the centre girder, and the entire work on the detailed plans had been suspended awaiting the determination of the changes asked for by the Borough authorities.

After our interview with you, work was at once started on the detailed plans of the bridge, and they will be completed at the earliest date possible.

There is nothing in the contract providing for the submission of the detailed plans for the viaduct within sixty days; it does provide that the work on the entire improvement contemplated under the contract shall be started within sixty days, and that work was actually started within that time. When we applied for the closing of Sixty-fourth and Sixty-fifth streets, as well as for the closing of First avenue, it was fully explained that it was necessary in abolishing the grade crossing on the Long Island, to also abolish the grade crossing on the Sea Beach; that in order to enlarge our terminal we would have to exchange property with the Sea Beach, and extend the changes in the streets out to Sixty-third street, instead of Sixty-fifth or Sixty-fourth street. The Local Board opposed the closing of First avenue, and proposed a viaduct from Sixty-third to Sixty-sixth street, and the matter was settled on that basis, although several onerous conditions were placed in the contract making terms that were exceedingly burdensome and unfair. Notwithstanding this we accepted, and have lived up to them.

This company has expended so far in preparing for the construction of the viaduct, and in carrying out the work as contemplated under the contract, \$178,143, of which \$76,651 was expended in removing the Sea Beach tracks from their original location on Sixty-fifth street over to a point between Sixty-third and Sixty-fourth streets. In addition to this we paid the City, on August 27, 1906, for the land lying in Sixty-fourth and Sixty-fifth streets, \$91,774.08.

While we were grading between Sixty-fourth and Sixty-fifth streets, the travel from First avenue was carried along Sixty-third street until some time in April, 1907, when the Commissioner of Highways in the Borough of Brooklyn took the matter up,

and after making an investigation, had the company apply for a permit for closing First avenue, from Sixty-third to Sixty-sixth streets, pending the construction of the depressed yard, and the construction of the viaduct. This permit was granted May 3, 1907, by the Commissioner of Highways, Borough of Brooklyn.

In June, 1906, Mr. Creuzbaur, of the Borough President's office, took up with our Engineer the question of changing the grade at First avenue so that the Bay Ridge parkway, between Sixty-sixth and Sixty-seventh streets, would cross under grade at First avenue. Several conferences were held on the subject, various plans were prepared, and a meeting was held with the Commissioner of Parks and his Engineer on the ground to determine the best method of carrying First avenue over the parkway. All of these conferences delayed the plans that we were to make for the viaduct. On February 26, 1907, the President of the Borough advised us that this matter was up with the Park Commissioner, who stated that he had directed his Engineer to prepare plans, in company with Mr. Creuzbaur, to settle the grade of the viaduct north of the Park property. We have constantly followed this matter up, but without success.

The project of extending the First avenue viaduct is a reasonable one, and we feel that we are doing the proper thing by delaying the completion of the viaduct, and working in harmony with the local authorities. While this change in the viaduct means an increased cost to the railroad, it will add so much to the facilities in that territory that we believe it to be a wise change and are ready to co-operate.

It was expressly understood from the beginning that the scheme contemplated by the Long Island involved the exchange of the property of the Sea Beach lying south of Sixty-fourth street for a corresponding area between Sixty-third and Sixty-fourth streets, which had been purchased by the Long Island, so that the former could be used by the Long Island for its proposed terminal. It was for this reason that the viaduct was required to extend from Sixty-third to Sixty-sixth street, so that the travel should be carried above grade between these points, and the ground beneath the avenue should be excavated to the grade of the terminals of both roads. A contract to that effect has been executed between the Long Island and the Sea Beach, in accordance with which the Long Island has constructed and delivered to the Sea Beach its new terminal, and the latter has delivered possession of its property to the Long Island, upon which the latter is now constructing its own terminal.

Everything that has been done has been strictly in accordance with the original plan as agreed to by the City and its representatives.

The grade crossing at First avenue should have been abolished by the Brooklyn Grade Crossing Commission under the Bay Ridge Improvement at the joint expense of the railroad and the City, but as we were asking to have Sixty-fourth and Sixty-fifth streets closed, we were perfectly willing to assume the entire cost of the First avenue viaduct in consideration of the entire scheme being carried out. Furthermore, you should not forget that the City had no right for its sewer on Sixty-fourth street, between high-water line and the bulkhead line, the construction having been made without title to the property. Under the contract, we have arranged to give the City an easement for this sewer.

I enclose herewith for your information two blue prints, one giving the situation as it existed at the time we asked for the closing of the street, and one showing the final development and layout of track as we propose to make it, including the changed location of the Sea Beach yard.

We have acted in this matter in good faith, and, we are confident, with great liberality to the City. We believe that the improvement will be of greater benefit to the City than to the railroad, and we cannot help thinking that we have a right to complain of the very onerous obligations imposed upon us in carrying out a great improvement in furnishing transportation facilities.

We have assumed that the Engineer of the Borough President of Brooklyn, and the Park Commissioner of that Borough, were the representatives of the City, and that it was our duty to consider, and, if possible, to comply with all requests which they have made on its behalf in respect to the details of this work. The delays that have taken place, as above shown, are owing to their action, and not upon our part.

We have been and are now ready to proceed with the construction of the viaduct on First avenue as originally proposed. We also have been and are ready to carry out such construction in accordance with the changes which have been requested to be made, by the City, through Mr. Creuzbaur, in respect to extending such viaduct, so as to pass over the Bay Ridge parkway. We would like to be informed, as soon as practicable, which of the two we are to do.

We are confident that you are not aware of the reason for the delays which have taken place in the matter, or you would not have suggested to us that our action constituted a violation of our contract with the City.

The detailed plans for the viaduct, as originally contemplated, will be prepared and submitted at the earliest date practicable.

Very truly yours,
RALPH PETERS, President and General Manager.

BOARD OF ESTIMATE AND APPORTIONMENT,
DIVISION OF FRANCHISES, ROOM 801, NO. 277 BROADWAY,
December 20, 1907.

Mr. NELSON P. LEWIS, Chief Engineer:

SIR—I acknowledge receipt of your communication of December 16, 1907, inclosing correspondence between yourself and President Peters of the Long Island Railroad, relative to the agreement between The City of New York and the said company, dated February 13, 1906, under which certain streets were closed and the railroad was to construct a viaduct on First avenue.

This correspondence took place in consequence of my report to you upon the petition of Michael O'Sullivan and others for the removal of certain fences which had been erected across First avenue, which fences were permitted to be erected by the officials of the Borough of Brooklyn, as they allege, on account of the carrying out of the agreement between the City and the Long Island Railroad Company.

In this report to you of November 29, I recited the facts as I had found them, and reached the conclusion that the railroad company was in default, and my recommendation to you was that the matter be brought to the attention of the Board, and the railroad company should show cause why the agreement should not be canceled and annulled.

You have, by your letters to President Peters, given the company an opportunity to show cause, and his two replies of December 3 and December 9 are an explanation of the causes for the delay. I have carefully read both of these communications, and I do not find any reason whatsoever for the failure of the company to live up to its agreement, submit the plans for the viaduct and complete the same within the term of eighteen months.

It is alleged that Mr. Creuzbaur, the Consulting Engineer of the Borough President's office, has objected to the plans for the viaduct, for the reason that he believes that the Shore drive should be crossed above grade by First avenue.

It appears that the railroad company, Mr. Creuzbaur and the Commissioner of Parks of the Borough of Brooklyn have been in consultation over this matter, but this is absolutely no excuse for the railroad company ignoring the provisions of its agreement of February 13, 1906, and for the faithful performance of the terms and conditions for which it gave a bond in the sum of fifty thousand dollars.

This is an agreement between the City, by its Board of Estimate and Apportionment, and the railroad company, and having been executed, no subordinate official would have any right to change any of the terms and conditions of the same; it seems, however, farcical to have to draw this to the attention of the railroad company, whose counsel could certainly never have advised them otherwise. Although the act of the Consulting Engineer of the Borough of Brooklyn should not be even considered by the Board of Estimate and Apportionment, I take it from what you have told me that there need be practically no change of any importance in the viaduct as planned, and that if it is deemed necessary, this viaduct, if completed now, can in the future be continued over the Shore drive at very little additional expense to what would be required at the present time. Again, as there is no possibility at the present time of the City having sufficient money to erect an arch structure across the Shore drive at this point for the purpose of carrying First avenue, I think any further consideration of the question, even on its merits, need not now be considered.

The assumption on the part of President Peters that the Consulting Engineer of the Borough President's office of Brooklyn, and the Park Commissioner of that borough, were representatives of the City, as affecting this particular agreement which had been entered into between the company and the Board of Estimate and Apportionment, is entirely unwarranted.

The further statement by Mr. Peters in his letter of December 9, that there is absolutely no necessity for the viaduct on First avenue, I deny most emphatically.

The closing of streets running along the water front is one of the most serious detriments to the building up of such a neighborhood that can be imagined. His further statement that he believes you to have been mistaken in regard to the connection having been made between the Sea Beach Railroad yard and the Brooklyn Rapid Transit tracks in Second avenue is at variance of the facts, their connection has been made as before reported to you.

It would appear now that my first recommendation made in my report of November 29, suggesting that the company be served with an order to show cause, had been carried out, and I fail to find anything in the company's reply which in any way relieves them from being in default on account of failure to complete the viaduct within eighteen months.

There are one or two other conditions in the agreement that have not been complied with by the railroad company. The second condition agreed to be carried out by the railroad company was that it would submit plans for the construction and operation of the proposed railroad yard over the existing sewer in Sixty-fourth street to the Commissioner of Public Works of Brooklyn for approval, and no work should be commenced until such plans had been so approved. No plans have been submitted, but work on the yard is under way.

The thirteenth condition provided that the company should cede to the City easements for subsurface structures within the lines of Sixty-fourth street. This has not been done, and President Peters, in his letter, states that they have arranged to give the City an easement for the sewer, which should have been done at the time of the execution of the agreement.

The sixteenth condition recited the fact that it was not intended by this agreement directly or indirectly, by anything done or to be done, to grant to the company any right to use the lands within the lines of First avenue. This has been done by both the Long Island Railroad Company and the Sea Beach Railway Company, and the use of First avenue has been denied to the public.

The situation in regard to the agreement appears to be this: The company is in default, and so far as I can see from its own explanations, has not made a good defense to the claim that it is in default. Any plans submitted now for the viaduct on First avenue would, under a strict interpretation of the agreement, be void, the time having elapsed when the entire structure should have been completed.

I believe that the Board should take such a stand in this matter as will serve as a warning to companies entering into agreements with the City, that the terms and conditions of such agreements must be lived up to. I think, therefore, that the Board should require that the company make an application for an extension of the time within which to complete the viaduct, and that the Board in consideration of granting the same should impose a fine as a penalty.

I think the Board might properly adopt a resolution declaring the company in default and calling upon it for the immediate submission of plans to be accompanied by an application for an extension of time, together with a deed of cession for the easement of the sewer in Sixty-fourth street.

The other suggestions in my report of November 29, in reference to service of notices upon the Sea Beach Railway Company, and the Brooklyn City Railroad Company, I believe should be carried out.

The correspondence forwarded by you is herewith returned.

Respectfully,

HARRY P. NICHOLS, Engineer in Charge.

THE LONG ISLAND RAILROAD COMPANY, }
LONG ISLAND CITY, N. Y., }
December 31, 1907. }

Board of Estimate and Apportionment of The City of New York, No. 277 Broadway, New York City:

GENTLEMEN—I respectfully ask that the time for the construction of the viaduct over First avenue, in the Borough of Brooklyn, the plans for which were filed with Nelson P. Lewis, Esq., Chief Engineer of your Board, December 27, 1907, may be extended for a period of twelve months from this date, for the following reasons:

The plan for the construction of this viaduct, which was prescribed in the contract between the Long Island Railroad Company and The City of New York, dated February 13, 1906, provided for the construction of a viaduct which was to commence at grade on the north at a point at Sixty-second street, and thence passing over the intervening streets terminated at grade at a point just north of the driveway of the Bay Ridge parkway. Bay Ridge parkway is the approach to the Shore drive, and is extensively used by light vehicles and other pleasure travel. In order to prevent the viaduct's interfering with this parkway, it was, as above stated, planned to terminate at a point just north thereof.

The contract, though dated February 13, 1906, was not formally approved until April 20, 1906, and some time elapsed before notification was given to the railroad. The plans for the viaduct were begun immediately thereafter, and would have been completed in June, 1906. While this work was progressing Mr. Creuzbaur, the Engineer of the Borough President of Brooklyn, suggested to the engineers of the Long Island Railroad Company, who were at work on the plans, that the grade of the viaduct should be changed, so that it should pass over the Bay Ridge parkway between Sixty-sixth and Sixty-seventh streets, in order that the pleasure traffic over this parkway should not be interfered with by the heavy business traffic which would be likely to use the viaduct. A number of conferences were held on the subject, and a meeting had with Mr. Kennedy, the Commissioner of Parks, and his Engineer, Mr. O'Connor, in reference to the best method of constructing the viaduct, all the City officials being agreed that it was very desirable that it should be changed so that the parkway should not be interfered with. While these conferences were pending and the matter was in abeyance it was, of course, impossible for the railroad to proceed with the plans of the viaduct. Mr. Morris, the engineer of the Long Island Railroad Company, expressly called Mr. Creuzbaur's attention to the fact that the railroad company was under contract with the City to construct this viaduct in eighteen months, and requested that President Coler should write to it, asking it to postpone the plans in order to enable the situation at the parkway to be taken care of. This letter not having been received, I wrote Borough President Coler on February 11, 1907, and on February 26, 1907, and received a reply from him. In this letter Borough President Coler states that he has taken up the matter of the crossing at First avenue and Bay Ridge parkway with the Park Commissioner, and has just received a letter from him in which the Commissioner states that he has directed his Engineer to confer with Mr. Creuzbaur and "prepare plans at once which will definitely settle the grade of the viaduct which your company has under construction north of the parkway property, and trust that this will be perfectly satisfactory and that the work will not be delayed."

In all these negotiations the officers of the railroad recognized that the proposed change in the grade of the viaduct was one for the public benefit, and agreed to co-operate in any way with the City authorities in carrying it out, although it would involve an extra expense to the railroad.

The engineer of the railroad also called the attention of the representatives of the City to the fact that while the proposed change could be made at a moderate expense in the original plans, if the work was done after the plans had been completed and the contracts awarded the expense would be very large.

The railroad received no further information from any of the City authorities in regard to this matter until November 30, 1907, when Nelson P. Lewis, Esq., the Chief Engineer of your Board, wrote, claiming that the railroad was in default in not having completed and filed these plans as provided in the contract. Immediately upon receipt of this communication the railroad prepared its plans strictly according to the contract, without making any provision for crossing the parkway, and filed such plans on December 27, 1907, with the Chief Engineer.

The delay in this matter has been caused entirely by the desire of the railroad to comply with the wishes of the Borough President, of his Engineer and of the Park Commissioner of Brooklyn, in respect to the modification above mentioned, which modification is for the benefit of the City and will involve an extra expense on the railroad.

I therefore respectfully ask that the construction of this viaduct may be extended for the period above mentioned.

Respectfully yours,

THE LONG ISLAND RAILROAD COMPANY,
RALPH PETERS,
President and General Manager.

BOARD OF ESTIMATE AND APPORTIONMENT,
DIVISION OF FRANCHISES, ROOM 801, NO. 277 BROADWAY, }
January 3, 1908.

Mr. NELSON P. LEWIS, Chief Engineer:

SIR—The Long Island Railroad Company, by Ralph Peters, President and General Manager, in a communication dated December 31, 1907, addressed to the Board of Estimate and Apportionment, makes application for an extension of time of one year in which to complete the construction of a certain viaduct over First avenue, in the Borough of Brooklyn, as provided for in agreement between the Long Island Railroad Company and the City, dated February 13, 1906. Under this agreement the Long Island Railroad Company covenanted, among other things, as follows:

That it would construct a steel viaduct upon First avenue, upon plans to be submitted and approved by the Board of Estimate and Apportionment, construction to be begun within sixty days after the execution of the agreement and completed within eighteen months thereafter. Further, that it would cede, at the time of the acceptance of the agreement by the City, certain easements for sewer rights, and it was specifically stated in the agreement that it was not intended, either directly or indirectly, to grant to the Long Island Railroad Company, or its lessees or assigns, any right to use the lands within the lines of First avenue.

Accompanying the agreement is a bond of the American Surety Company in the sum of \$50,000, for the faithful performance of the terms and conditions of the same.

The agreement, in so far as the conditions contained in paragraphs 1, 9, 10, 13 and 16, which are recited above, are concerned, has not been carried out, and First avenue was closed to traffic and the bed of the same used as a freight yard by the Sea Beach Railway Company. This condition of affairs was called to the attention of the Board on October 25, by two petitions of residents of the district, upon which I subsequently reported to you very fully, and thereafter, on November 30, you notified the railroad company of its default, as is recited in the letter from the company, now at hand.

The Long Island Railroad Company was under contract with The City of New York to perform certain acts within a specified time, and to refrain from doing other things, in consideration of certain valuable privileges granted by The City of New York. The company has failed to live up to its agreement, and it states in explanation of its default that it was negotiating with certain Borough officials for a modification of the agreement. No notice, however, of any kind, was given to the Board of Estimate and Apportionment, the only authority of the City having power to alter the contract, and no application for an extension of time was made before the time limit had expired, to wit: on October 13, 1907, due provision for which was made in the contract itself.

The company is clearly in default and the City has been deprived of this improvement and the residents have been inconvenienced to a greater or less extent. I believe, therefore, that the City, in order to preserve all its rights, and at the same time to clearly indicate that it will compel a faithful performance of all agreements entered into, should now formally declare the company in default and notify the sureties on its bond, reserving all its rights for action thereunder. When this is done, it will then seem proper that the application for an extension of time might be considered.

In its communication the company states it has filed plans for the viaduct with the Chief Engineer of the Board, and should the same meet with your approval, I would suggest that before the same are approved by the Board, or any resolution passed, extending the time for the completion of the construction of the same, the company be required to pay to The City of New York, as fixed and liquidated damages for its default, the sum of \$500.

I enclose herewith resolutions for adoption, in accordance with the above, together with a form of resolution extending the time for the completion of the viaduct, provided the consent of the sureties is obtained, conditional upon the payment by the company of the \$500; and also a form of acceptance, which latter should be sent to the Corporation Counsel for approval as to form before being executed.

Respectfully,

HARRY P. NICHOLS, Engineer in Charge.

Whereas, It appears that the Sea Beach Railway Company is occupying First avenue, between Sixty-third and Sixty-fourth streets, in the Borough of Brooklyn, as a freight terminal yard; and

Whereas, Said use and occupation appears to be without warrant and authority; now therefore be it

Resolved, That the Secretary of this Board be and he hereby is directed to notify, in writing, the Sea Beach Railway Company to show cause in writing to this Board, within ten (10) days after the adoption of this resolution, to wit: January 20, 1908, under what authority the Sea Beach Railway Company used and occupied said avenue and continues to use and occupy same, and why it should not be compelled to remove forthwith all obstructions and incumbrances of every kind, character and description within the lines of First avenue and restore said avenue to its original condition, as more fully set forth in the report this day received from the Chief Engineer.

Whereas, It appears that the Brooklyn City Railroad Company has permitted the construction of a spur track connecting the freight yard of the Sea Beach Railway Company with the street surface railroad tracks of the Brooklyn City Railroad Company on Second avenue, Borough of Brooklyn; and

Whereas, It appears that such connection was made without due warrant or authority; now therefore be it

Resolved, That the Secretary of this Board be and he hereby is directed to notify, in writing, the Brooklyn Heights Railroad Company, as lessee of the Brooklyn City Railroad Company, to show cause in writing to this Board within ten (10) days after the adoption of this resolution, to wit, January 20, 1908, under what warrant or authority it has caused or permitted the construction of the track hereinbefore mentioned, and why the operation of cars over such track should not cease and determine and said track be removed forthwith, as more fully set forth in the report this day presented from the Chief Engineer.

Whereas, Under and by virtue of an agreement dated February 13, 1906, by and between The City of New York and the Long Island Railroad Company, the railroad company covenanted and agreed to construct and maintain, at its own expense, a steel viaduct over and along the line of First avenue and of the full width of the avenue from a point at or near the southerly line of Sixty-third street to a point at or near the northerly line of Bay Ridge Parkway, Borough of Brooklyn, in consideration of the closing of certain streets and the granting and conveying to said company of certain lands within said streets by The City of New York, under the provisions of section 205 of the Greater New York Charter; and

Whereas, Pursuant to the provisions of the aforesaid agreement, a bond was executed by the company with the American Surety Company of New York as the surety, in the sum of fifty thousand dollars (\$50,000); and

Whereas, Section 10 of the aforesaid agreement provided that the construction of such viaduct should begin within sixty (60) days after the execution of the agreement, and be completed within eighteen months thereafter; and

Whereas, The time for the completion of construction terminated October 13, 1907; and

Whereas, The construction of said viaduct has not as yet been completed; now therefore be it

Resolved, That the Long Island Railroad Company be and it hereby is declared in default of said agreement; and be it further

Resolved, That the Secretary of this Board be and he hereby is directed to notify the Long Island Railroad Company and the American Surety Company of New York of said default.

Whereas, Under and by virtue of an agreement dated February 13, 1906, by and between The City of New York and the Long Island Railroad Company, the railroad company covenanted and agreed to construct and maintain, at its own expense, a steel viaduct over and along the line of First avenue and of the full width of the avenue, from a point at or near the southerly line of Sixty-third street, to a point at or near the northerly line of Bay Ridge parkway, Borough of Brooklyn, in consideration of the closing of certain streets and the granting and conveying to said company of certain

lands within the limits of said streets, by The City of New York, under the provisions of section 205 of the Greater New York Charter; and

Whereas, Paragraph tenth of the agreement reads as follows:

"Tenth—The Long Island Company will begin the construction of the work hereinbefore specified within sixty (60) days after the execution of this agreement, and except as herein provided, will complete the same within eighteen months thereafter, subject to delays caused by strikes, labor difficulties or the acts of God, in which case the Board of Estimate and Apportionment may extend the period of construction for not more than one year more. During the construction of said viaduct, facilities shall be provided by the Long Island Company for public travel from Sixty-third to Sixty-sixth street, and over those portions of Sixty-third and Sixty-sixth streets affected by the changes contemplated herein, which shall be satisfactory to the authorities of said City."

—and

Whereas, The Long Island Railroad Company, in a communication dated December 31, 1907, requests an extension of time for one year from December 27, 1907, to complete the construction of said viaduct; and

Whereas, This Board is in receipt of a report from its Chief Engineer, stating that the railroad company has not complied with the provisions of paragraphs first, ninth, tenth, thirteenth and sixteenth of the aforesaid agreement; and

Whereas, This Board has this day adopted resolutions declaring the railroad company to be in default of said agreement, and has directed the Secretary to notify the railroad company and its surety, the American Surety Company of New York, of said default; now therefore be it

Resolved, That the agreement dated February 13, 1906, be and it is hereby modified by striking therefrom paragraph tenth and inserting in lieu thereof the following:

Tenth—The Long Island Company will begin the construction of the work hereinbefore specified within sixty (60) days after the execution of this modified agreement, and will complete the same within ten (10) months thereafter. During the construction of said viaduct, facilities shall be provided by the Long Island Company for public travel from Sixty-third to Sixty-sixth street, and over those portions of Sixty-third and Sixty-sixth streets affected by the changes contemplated herein, which shall be satisfactory to the authorities of said City.

—and be it further

Resolved, That the plan dated December 23, 1907, for the construction of said viaduct, be and it hereby is approved; and be it further

Resolved, That the Long Island Railroad Company be and it hereby is directed to pay into the Treasury of The City of New York, forthwith, upon notification of the adoption of these resolutions, the sum of five hundred dollars (\$500) as fixed and liquidated damages for the default hereinabove mentioned; and be it further

Resolved, That the modification of the agreement dated February 13, 1906, hereby granted, shall take effect if and when, and not until when, the Long Island Railroad Company shall make the payment prescribed by these resolutions; and be it further

Resolved, That the modifications hereinbefore mentioned shall not become effective until the Long Island Railroad Company has executed an instrument in writing, accepting the terms, conditions and requirements of this modified agreement, and consenting to such modification, and binding itself to carry out the provisions of the original agreement, except as herein expressly modified, and filed same in the office of this Board within thirty (30) days after the date of the adoption of these resolutions.

The Comptroller moved that consideration of the matter be postponed until the meeting of January 24, 1908.

Which motion was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and Queens—15.

The Comptroller moved that the matter be referred to the President of the Borough of Brooklyn.

Which motion was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and Queens—15.

THE LONG ISLAND RAILROAD COMPANY.

In the matter of the application of the Long Island Railroad Company to alter or change its route between a point about 400 feet west of Ascan avenue and a point about 700 feet east of Lefferts avenue, Richmond Hill, Borough of Queens, which was presented to the Board at its meeting of October 18, 1907, and referred to the Chief Engineer.

The Secretary presented the following:

LAW DEPARTMENT,
OFFICE OF THE CORPORATION COUNSEL,
NEW YORK, January 6, 1908.

To the Board of Estimate and Apportionment:

SIRS—I have received from you the following communication, dated November 7, 1907:

"I enclose herewith report of the Division of Franchises to Mr. Nelson P. Lewis, in regard to the application of the Long Island Railroad Company, together with the application of the company, for your opinion on the questions raised therein, and would request that you advise the Board in regard thereto as soon as possible.

"Kindly return application of company with your opinion."

The report of the Division of Franchises referred to in such letter was as follows:

"The Long Island Railroad Company, under date of October 18, 1907, submitted to the Board of Estimate and Apportionment an application for a change of route on its main line in the Second Ward of the Borough of Queens.

"In connection with this application, a question arises as to the procedure necessary to be followed by the Board in considering the same.

"Under section 13 of the Railroad Law, all the railroad corporations are authorized to alter or change their route on a vote of two-thirds of all their directors, provided, however, that

"No alteration of the route of any railroad after its construction shall be made * * * unless approved by a vote of two-thirds of the Common Council of the City. * * *"

"In the opinion of the Corporation Counsel, under date of January 8, 1907, relative to the mode of procedure to be followed in the consideration of the application of the Spuyten Duyvil and Port Morris Railroad Company for a change of route, it was stated that the consent of the City authorities to a change of route was not one in the nature of a franchise grant, so that if the City consents the company would get the same tenure as to its new route as it enjoyed for its old one.

"This would seem to indicate that there would be no necessity for the Board to advertise its hearings or findings on such application.

"However, in the case of the application of the New York and Port Chester Railroad Company for a change of route, the Corporation Counsel, under date of May 2, 1907, in his opinion as to the method of procedure to be followed by the Board in considering the same, appears to have implied that the approval required under section 13 of the Railroad Law should be granted in the method prescribed in section 92 of said act.

"As in no case has the point involved in the present application been passed upon by the Corporation Counsel, I would suggest that the application of the Long Island Railroad Company be transmitted to him, with a request for his opinion as to the method of procedure to be followed in the granting of the same, and calling attention to his previous opinions on similar matters for his guidance in this connection.

"As the company is pressing this application, I would suggest that the Corporation Counsel be requested to render his opinion on this matter as soon as possible."

The said report of the Division of Franchises raises a question of procedure upon which my opinion is asked. A more important question, however, is involved,

which it is necessary for me to consider and for your Board to pass upon, to wit, the abandonment of the old route upon the construction of the new cut-off. Upon request, Mr. George W. Wingate, General Solicitor of the Long Island Railroad, sent me the following letter, stating the intention of the company:

"I am in receipt of an inquiry from Assistant Corporation Counsel Burr as to what is the intention of the Long Island Railroad Company in respect to the use of the curve composing its present road at Maple Grove, after the cut-off has been constructed, for which permission is being asked by it from the City.

"In reply, I would state that the present method of operation by the Long Island Railroad Company at this point is objectionable both to the railroad and to the property holders. The railroad does not like it because it runs upon the surface, and being on a curve around high ground, there is great danger of an accident. The property holders object to it upon the former ground.

"An arrangement has therefore been made between Mr. Cord Meyer and the Man Estate (which owns the property affected) that the railroad will construct the cut-off between the ends of this curve and upon its completion will remove its road bodily from the curve to this cut-off, taking up the tracks and disposing of the property in the manner which has been agreed upon between it and the property holders affected. The curve will thereafter cease to be used for railroad purposes."

The chief difficulty which the company may encounter in carrying out the proposed action as stated above is the final provision contained in section 13 of the Railroad Law. This is the section under which the company is proceeding to change its route, and the final provision contained is that "no portion of the track of any railroad as described in its certificate of incorporation shall be abandoned under this section." This provision was alluded to in a previous communication from this office, but the necessity for definitely passing upon its effect now arises for the first time.

The New York and Port Chester Railroad Company has an application pending for a change of route, but in that case the change sought is to be made before construction of the railroad.

In the case of the New York Central and Hudson River cut-off at Spuyten Duyvil, the company has an application to maintain both the old and the new routes and any consideration given in the opinion rendered by this office to the above prohibition was only for the purpose of throwing light upon the procedure to be followed in that case.

In the opinion furnished by my predecessor on the latter application, it was stated that while the Courts undoubtedly regarded section 13 as contemplating a substitution of the new route for the old one, still in view of the final expressed prohibition against abandonment it would be dangerous to assume that in the event of the City consenting to the change of route, the Company would not be entitled to operate over both routes.

The phraseology of such provision is so clear and explicit that I cannot do otherwise than concur in the stated opinion of my predecessor.

It was hoped that the Courts would authoritatively pass upon this section of the Railroad Law in the case of the New York and Long Island Railroad Company against O'Brien, which has been pending in the Courts and in which a decision has lately been handed down by the First Department of the Appellate Division (October, 1907). In that case the City laid much stress on the point that the railroad having changed its route had no power to abandon its original route. The Court, however, did not consider it necessary to state what construction should be placed on the said provision of section 13 as to abandonment. The peculiar facts of that case affecting the decision of the Court appear in the following quotation from the opinion:

"The appellant contends that the consents of the local authorities were ineffectual because the route consented to in said ordinances is not the route expressed in the certificate of incorporation. The act of 1850 provided that the certificate should state the places from which and to which the road is to be constructed or maintained and operated. In my opinion, the word 'places' in the act was merely for the purpose of fixing the termini by naming the towns, villages or cities from and to which the road should run, and that, the certificate having stated that the road was to commence in Long Island City, Queens County, and extend to New York City, New York County, the rest of the description of the termini and route was superfluous, unnecessary to the validity of the certificate and unimportant in fixing the actual route of construction. The statutes requiring the consents of the property owners and of the local authorities required those consents to be obtained before construction. After the local authorities of The City of New York had given their assent to the construction upon a prescribed route, the Board of Directors, by a vote of two-thirds thereof, resolved to alter and change the route and profile of its map in the then City and County of New York, so as to conform to the route authorized by the aforesaid ordinance of said City, and on August 13, 1891, it duly made and filed the certificate of such change in the Clerk's office of said county. This, in accordance with section 13 of chapter 565 of the Laws of 1890, providing as follows: 'Every domestic railroad corporation may, by a vote of two-thirds of all its directors, alter or change the route or any part of the route of its road or its termini, or locate such route or any part thereof, or its termini, in a county adjoining any county named in its certificate of incorporation, if it shall appear to them that the line can be improved thereby, upon making and filing in the Clerk's office of the proper county a survey, map and certificate of such alteration or change; * * * but neither terminus can be changed under this section to any other county than one adjoining that in which it was previously located. * * * Any railroad corporation may by a vote of its directors change the grade of any part of its road, except in the City of Buffalo, in such manner as it may deem necessary, to avoid accidents and to facilitate the use of such road. * * * No portion of the track of any railroad, as described in its certificate of incorporation, shall be abandoned under this section. It also duly filed resolutions and maps required in Long Island City.'

The above case, therefore, throws no light on the subject and Mr. Wingate was unable to cite any authority under which the old line could be legally abandoned.

Certain amendments to the Railroad Law of 1905, the reason for which amendments is not apparent, might be construed to favor the proposition that under section 13 but one route was to be operated and continued in existence, by making provision elsewhere in the Railroad Law whereby a railroad company could be authorized to operate on both the old and the new routes. Section 2, which provided:

"Fifteen or more persons may become a corporation, for the purpose * * * *"

—was amended by adding thereto:

"or (3) of building, maintaining and operating a railroad for use by way of extension or branch or cut-off of any railroad then existing, or for shortening or straightening or improving the line or grade of such railroad or any part thereof, by executing," etc.

Section 7, which relates to "Acquisition of title to real property, additions, betterments and facilities," was also amended by the same law (Laws of 1905, chapter 727), to read in part as follows:

"And it shall also have the right of condemnation in the following additional cases * * * :

"3. Where it shall require for any railroad owned or operated by it for any further rights to lands or the use of lands for additional main tracks, or for branches, sidings, switches or turnouts or for connections or for cut-offs or for shortening or straightening or improving the line or grade of its road or any part thereof."

If on any change of route the old line of tracks could not be abandoned, such amendments of 1905 would seem to have been unnecessary.

It may be that section 13 was intended to cover a mere straightening of the road to a limited extent such as was here planned, but if this construction be assumed, it would be necessary to look elsewhere in the Railroad Law for authority to make the proposed improvement, and apparently the company would have to follow the procedure prescribed by the said amendments of 1905. Two railroads would apparently remain at this point in any case, and the problem would in no way be simplified.

Again, the final provision of section 13 against abandonment might be construed not to apply to a mere straightening of the line so long as the railroad was maintained between the original terminal points. The only reason, however, that can be assigned for the insertion of the stated provision in such section is that it was intended thereby to prevent a railroad locating its route and securing the aid, financial or otherwise, of property owners and thereafter abandoning such route in favor of one in another locality. If such a change as is here contemplated could be freed from such provision, it would necessarily follow that an improvement involving a much greater change of route could be permitted, the difference being only one of degree.

I must therefore state it as my opinion that while your Board may authorize the proposed change, and may state in granting your consent that the new cut-off is

in substitution of the old curve, and the company may execute an agreement formally abandoning the old route on such curve, I am unable to state without reservation that such abandonment may be made legally effective, although if the company acts in good faith the question is one that is not likely to arise.

It is significant that changes of a like character have been made in late years by the New York Central and Hudson River Railroad Company and by the Long Island Railroad Company itself and that all such changes have apparently been made pursuant to specific legislative enactments which abrogated the general laws of the State and the Charter of the City in so far as they were inconsistent with such acts. The changes contemplated by such acts may have been greater than here, but the principle remains the same.

The fact that section 13 refers to routes described in certificates of incorporation I do not consider important, inasmuch as the Railroad Law applies to all railroads, whether incorporated under special or general laws, and the obvious intention of section 13 is to cover changes of routes of all railroad companies.

The distinction that the Long Island Railroad Company, having been formed under a special act, was not governed by section 13 of the Railroad Law was suggested by Mr. Wingate, the counsel of the company, but if this distinction applied it would follow that the pending application was improperly brought and the proposed change could only be effected by the passage of a special act or by the incorporation of a new company under the provisions of section 2, as outlined above.

On the question of procedure to be followed, there is no inconsistency in the two opinions given by this office which are referred to in the report of the Chief Engineer of the Division of Franchises, for the following reasons: In the opinion furnished with regard to the proposed cut-off of the New York Central and Hudson River Railroad, the facts were that the consent of the City had already been granted by the Board of Aldermen and the only duty remaining to the Board of Estimate and Apportionment was the imposing of suitable terms and conditions; while in the case of the New York and Port Chester Railroad Company, the application for the change of route was before the local authorities for the first time. In addition to the different facts contained in such two applications the further distinction is to be made that section 13 apparently contemplates the substitution of one route for the other and so involves no grant of any additional route, and to that extent there is no creation of a new franchise and the right of the company to the new route would be on the same tenure as that on the old. The consent of the City, however, does involve a material modification of the original franchise.

I am of the opinion, and so advise you, that for any such modification of a franchise as is herein applied for the full procedure prescribed by section 74 of the Charter must be complied with.

Respectfully yours,
G. L. STERLING, Acting Corporation Counsel.

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

GENTLEMEN—The Long Island Railroad Company, for the purpose of facilitating travel over its line, promoting the safety and comfort of its passengers, and to avoid the crossing at grade of the Union turnpike and several other streets, has had, by vote of two-thirds of its directors, altered or changed its route between a point about four hundred (400) feet west of Ascan avenue and a point about seven hundred (700) feet east of Lefferts avenue, in Richmond Hill, in the Second Ward of the Borough of Queens, City of New York, so that the same shall be a straight line between these points, instead of the existing curve (which constitutes an element of delay and danger in operation), and has adopted a survey map and profile (of which a copy is hereto annexed), which survey map and profile was duly filed in the office of the Clerk of the County of Queens on October 4, 1907. The new route between these points will be constructed entirely upon property which is the property of the railroad. It will not cross any streets at grade as the existing curve does, but will be carried over all intersecting streets by bridges. It will, therefore, be a public improvement.

It respectfully requests the consent of The City of New York to the said alteration and change of this portion of its route.

Dated, New York, October 7, 1907.
THE LONG ISLAND RAILROAD COMPANY,
By RALPH PETERS, President.
[SEAL.]
FRANK E. HAFF, Secretary.

City and County of New York, ss.:

Frank E. Haff, being duly sworn, says: That he is the secretary of the Long Island Railroad Company; that the facts stated in the foregoing petition are true to the best of his knowledge and belief.

FRANK E. HAFF.

Sworn to before me this 7th day of January, 1908.
JAMES A. FLANAGAN,
Notary Public, Kings County, No. 145.
Certificate filed in New York County.

The following was offered:

Whereas, The foregoing petition from the Long Island Railroad Company, dated October 7, 1907, was presented to the Board of Estimate and Apportionment at a meeting held October 18, 1907;

Resolved, That, in pursuance of law, this Board sets Friday, the 24th day of January, 1908, at 10.30 o'clock in the forenoon, and Room 16 in the City Hall, Borough of Manhattan, as the time and place when and where such petition shall be first considered, and a public hearing be had thereon, at which citizens shall be entitled to appear and be heard; and be it further

Resolved, That the Secretary is directed to cause such petition and these resolutions to be published for at least two (2) days in two daily newspapers in The City of New York, to be designated by the Mayor, and for at least ten (10) days in the CITY RECORD immediately prior to such date of public hearing. The expense of such publication to be borne by the petitioner.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and Queens—15.

EBERHARD FABER PENCIL COMPANY.

The Secretary presented the following:

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

It is proposed to lay a six-inch wrought-iron pipe 3 feet 6 inches below the surface of the street, across Kent street at a point 80 feet east of West street, in the Borough of Brooklyn, New York.

The pipe will be protected by one-inch spruce plank boxing, waterproofed on the outside.

The said pipe to be used as a conduit for light and power wires between the buildings on both sides of Kent street, which are owned in fee by the Eberhard Faber Pencil Company, as shown on the accompanying plan and sections.

December 5, 1907.

LOTHAR W. FABER,
President of the Eberhard Faber Pencil Company.

REPORT NO. F-71.

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

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

SIR—The Eberhard Faber Pencil Company, under date of December 5, 1907, has applied to the Board of Estimate and Apportionment for permission to lay and maintain a 6-inch wrought iron pipe under and across Kent street, 80 feet east of West street, in the Borough of Brooklyn, connecting buildings of this company on oppo-

site sides of the street. The purpose of this pipe is to transmit electric current produced in the building on one side of the street to its building on the other side, enabling the company to dispense with a steam power plant.

I submit herewith the report of the Engineer in charge of the Division of Franchises, from which it will appear that the plan has been submitted to the President of the Borough of Brooklyn and to the Commissioner of Water Supply, Gas and Electricity, both of whom have approved of the plan in its present form, and it is therefore recommended that the consent asked for be given upon the deposit of \$500, in cash or securities, and compensation at the rate of \$120 per annum, the consent to cover a period of ten years from the date of approval by the Mayor.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

BOARD OF ESTIMATE AND APPORTIONMENT—CITY OF NEW YORK,
DIVISION OF FRANCHISES, ROOM 801, NO. 277 BROADWAY,
January 3, 1908.

Mr. NELSON P. LEWIS, Chief Engineer:

SIR—The Eberhard Faber Pencil Company, engaged in the manufacture of lead pencils, has presented a petition, dated December 5, 1907, to the Board of Estimate and Apportionment for permission to construct and maintain a 6-inch wrought iron pipe, protected on all sides by 1-inch spruce planking, under and across Kent street, at a point eighty (80) feet east of West street, in the Borough of Brooklyn, connecting with the buildings of the company on opposite sides of said Kent street. The pipe is designed to be constructed three and one-half (3 1/2) feet below the surface of the roadway, and the petition recites that it is to be used as a conduit for wires for the transmission of electric current for light and power purposes between the buildings of the company, all as shown on the plan accompanying the application. The petition further adds that the buildings are owned in fee by the petitioner.

I have caused an examination of the project to be made, and it appears that the petitioner desires to furnish electric current produced in the building on the southerly side of Kent street to the building on the northerly side, thus enabling it to do away with an old style steam engine at present furnishing the power for manufacturing processes conducted in said building.

Copies of the application and accompanying plan were sent to the President of the Borough of Brooklyn and to the Commissioner of Water Supply, Gas and Electricity, with a request that the project be examined by the respective bureaus having jurisdiction, with a view to ascertaining if there were any objections or any special conditions which should be incorporated in the form of consent heretofore used for similar privileges.

In reply the President of the Borough of Brooklyn states that there are no objections to the proposed pipe, and that the usual conditions imposed in the form of resolution heretofore used by the Board will be sufficient.

In a communication received from the Commissioner of Water Supply, Gas and Electricity objection of the Acting Chief Engineer was offered to the placing of the pipe three (3) feet six (6) inches below the surface of the roadway, as originally shown on the plan, as at that depth the planking enclosing the proposed pipe would rest upon the water main under Kent street at this locality.

The petitioner was informed of this objection and advised to consult with the Acting Chief Engineer of the Department of Water Supply, Gas and Electricity, with a view to amending the plans in such manner as to overcome this objection. This has been done, and a communication has been received from the Department of Water Supply, Gas and Electricity, stating that the Eberhard Faber Pencil Company has consented to amend the plan so as to leave six (6) inches between the top of the 20-inch water main and the planking enclosing the pipe, and that the plan as so amended meets with the approval of the Acting Chief Engineer.

As all objections have thus been removed I can see no reason why the requested permission should not be granted, and would recommend that consent be given during the pleasure of the Board of Estimate and Apportionment, but in no case to extend beyond ten years from the date of approval by the Mayor, and revocable upon sixty days' notice in writing, and that it should be made a condition of this consent that a security deposit in the sum of five hundred dollars (\$500) be required, said deposit to be in the form of either money or securities to be approved by and deposited with the Comptroller, for the faithful performance of the terms and conditions of the consent.

The total length of the proposed pipe between the building lines is shown to be sixty (60) feet. In accordance with the schedule adopted by the Board of Estimate and Apportionment fixing the rate of charge for such privileges, the compensation should be one hundred and twenty dollars (\$120) per annum, and such compensation should commence on the date of the approval of the consent by the Mayor.

As it may be undesirable to open the street during the winter months, it has been made a condition of the consent that the construction of the pipe must be completed within four months from the date of the approval of the resolution by the Mayor, but in order to insure the active prosecution of the work it has been specifically provided that construction shall be completed within thirty (30) days after the issuance of the permit by the President of the Borough of Brooklyn.

I transmit herewith a form of resolution for adoption by the Board containing the customary provisions.

HARRY P. NICHOLS, Engineer in Charge.

The following was offered:

Whereas, The Eberhard Faber Pencil Company has presented an application, dated December 5, 1907, to the Board of Estimate and Apportionment of the City of New York, for its consent to the installation, maintenance and use of a six-inch wrought iron pipe, enclosed in one-inch spruce planking, under and across Kent street, about eighty feet east of West street, in the Borough of Brooklyn; the said pipe to connect with the buildings of the company on opposite sides of Kent street, and to be used as a conduit for wires for the transmission of electric current for light and power purposes; now, therefore, be it

Resolved, That the consent of the Corporation of The City of New York be and the same is hereby given to the Eberhard Faber Pencil Company, the owner of certain properties on both sides of Kent street, between West street and Franklin street, in the Borough of Brooklyn, City of New York, to lay down, maintain and use a six-inch wrought iron pipe enclosed in one (1) inch spruce planking, under and across said Kent street, about eighty (80) feet east of the easterly line of West street, connecting with the said properties; the said pipe to be used as a conduit for wires for the transmission of electric current between the said buildings for light and power purposes, and for no other purpose, all as shown on the plan accompanying the application entitled

“Plan showing location of proposed six-inch iron pipe to be constructed in Kent street, Borough of Brooklyn, County of Kings, to accompany application of the Eberhard Faber Pencil Company, to the Board of Estimate and Apportionment, City of New York, Nov. 20, 1907,”

—and signed “Lothar W. Faber, President of The Eberhard Faber Pencil Company,” a copy of which is annexed hereto and made a part hereof, upon the following terms and conditions:

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

2. The said The Eberhard Faber Pencil Company, its successors or assigns, shall pay into the Treasury of The City of New York, as compensation for the privilege hereby granted, the annual sum of one hundred and twenty dollars (\$120). Such payment shall be made in advance on November 1 of each year, provided, however, that

the first payment shall be made within thirty (30) days of the approval of this consent by the Mayor, and shall be only that proportion of one hundred and twenty dollars (\$120) as the time between the approval of this consent by the Mayor and November 1 following bears to the whole year. Such payments shall not be considered in any manner in the nature of a tax, but shall be in addition to any and all taxes of whatsoever kind or description now or hereafter required to be paid under any ordinance of The City of New York, or by any law of the State of New York.

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

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

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

(a) The construction and the maintenance of the pipe.
(b) The protection of all surface and subsurface structures which shall in any way be disturbed by the construction of the pipe.

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

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

(e) Each and every item of the increased cost of any future substructure, caused by the presence of said pipe under this consent.

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

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

7. The grantee, its successors or assigns, shall allow to The City of New York a right of way, under or above any part of the pipe constructed under the consent hereby granted for any and all subsurface structures which are now or may be hereafter placed by The City of New York in that portion of Kent street occupied by said pipe.

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

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

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

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

12. Said grantee, its successors or assigns, shall commence the construction of said pipe under this consent and complete the same within four months from the date of the approval of this consent by the Mayor and within thirty (30) days from the date on which permit is issued by the President of the Borough of Brooklyn, otherwise this consent shall be forfeited forthwith, and without any proceeding either at law or otherwise for that purpose; provided, however, that such time may be extended by the Board of Estimate and Apportionment for a period not exceeding one month.

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

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

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

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

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

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and Queens—15.

AMERICAN EXPRESS COMPANY.

In the matter of the application of the American Express Company for permission to construct, maintain and use two conduits under and across Forty-third street, connecting properties owned by the petitioner on both sides of said street, and known as Nos. 217 to 223 East Forty-third street and Nos. 212 to 226 East Forty-third street, Borough of Manhattan, to carry steam pipes and to contain electric wires.

The company requested that consideration of the matter be postponed until the meeting of January 24, 1908.

Which, upon motion, was agreed to by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and Queens—15.

BROOKLYN CITY RAILROAD COMPANY AND BROOKLYN CITY AND NEWTOWN RAILROAD COMPANY.

In the matter of tracks constructed by the Brooklyn City Railroad Company and the Brooklyn City and Newtown Railroad Company on Fulton, Liberty and Washington streets, Borough of Brooklyn.

At the meeting of December 13, 1907, resolutions were adopted by the Board calling upon the Coney Island and Brooklyn Railroad Company, as proprietor and operator of the Brooklyn City and Newtown Railroad Company and the Brooklyn City Railroad Company to submit applications by December 23, 1907, for the right to maintain and operate these tracks.

The Secretary presented the following:

THE BROOKLYN CITY RAILROAD COMPANY,
"TEMPLE BAR,"
BROOKLYN, December 18, 1907.

JOSEPH HAAG, Esq., Secretary, Board of Estimate and Apportionment, No. 277 Broadway, Room 801, New York City:

DEAR SIR—We beg to acknowledge receipt of yours of December 13 with resolution directing us to make application to the Board of Estimate and Apportionment to maintain and operate the surface railroad tracks constructed over the intersection of the existing tracks on Fulton street, near Tillary, upon and across Fulton and Liberty streets, etc.

We have turned your letter and resolution over to the Brooklyn Heights Railroad who operate our system and who will prepare the necessary application and forward same to you within the time named.

Yours truly,
CHARLES A. GAY, Secretary.

OFFICE OF THE CONEY ISLAND AND BROOKLYN RAILROAD COMPANY,
CORNER DEKALB AND FRANKLIN AVENUES,
BROOKLYN, December 23, 1907.

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

GENTLEMEN—On December 14 this company received from your Secretary a copy of resolution adopted December 13 directing this company to present to your Honorable Board an application for the right to maintain and operate a single track already constructed and in operation connecting the easterly track of this company on Washington street with the railroad over the New York and Brooklyn Bridge.

This company is advised by its counsel that it already has the right to maintain and operate this track under its agreement with The City of New York made by the Commissioner of Bridges and under the permit granted by the President of the Borough of Brooklyn.

I am gentlemen,

Very respectfully yours,

JOHN L. HEINS, President.

REPORT No. F-73.

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

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

SIR—On December 13, 1907, the Board adopted two resolutions, one of which called upon the Brooklyn City Railroad Company to present an application to the Board for the right to maintain and operate tracks constructed by it and now in operation on Fulton street, near Tillary street, in the Borough of Brooklyn, and extending from its tracks on Fulton street across Fulton and Liberty streets and private property and property of The City of New York, and the other requiring the Coney Island and Brooklyn Railroad Company to present an application for the right to maintain and operate a single track already constructed and in operation between the easterly track on Washington street and crossing over the roadway and sidewalk of Washington street and the property of The City of New York.

The Brooklyn City Railroad Company, under date of December 18, 1907, advised the Board that the resolution and communication transmitting it had been turned over to the Brooklyn Heights Railroad Company, which operated the system, which company would prepare the necessary application and forward it within ten days, the time named in the resolution. No such application has yet been received.

The Coney Island and Brooklyn Railroad Company, under date of December 23, 1907, wrote the Board that the company was advised by its counsel that it already had the right to maintain and operate this track under an agreement with The City of New York made with the Commissioner of Bridges, and under a permit granted by the President of the Borough of Brooklyn.

Neither company has complied with the request contained in the resolution of December 13, 1907. The Corporation Counsel has already advised the Board that neither company has the right to maintain and operate these tracks, and it is therefore recommended that the replies of both companies be forwarded to the Corporation Counsel, with instructions to take such steps as are necessary to protect the interests of the City and insure recognition of its rights.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

BOARD OF ESTIMATE AND APPORTIONMENT,
DIVISION OF FRANCHISES, ROOM 801, NO. 277 BROADWAY,
January 3, 1908.

MR. NELSON P. LEWIS, Chief Engineer:

SIR—In accordance with an opinion rendered the Board by the Corporation Counsel in relation to the action of the Brooklyn City Railroad Company and the Coney Island and Brooklyn Railroad Company in laying certain tracks connecting

their two railroads in Fulton, Liberty and Washington streets and across public property in the City of New York, the Board of Estimate and Apportionment, at its meeting of December 13, 1907, adopted resolutions as follows:

"Resolved, That the Brooklyn City Railroad Company be and it is hereby directed to present an application to this Board within ten days after the date of the adoption of this resolution praying for the right to maintain and operate the tracks constructed and in operation on Fulton street, near Tillary, connecting with the existing tracks of the Brooklyn City Railroad Company at this point, and proceeding upon and across Fulton and Liberty streets and across private property and the property of The City of New York; and be it further

"Resolved, That the Coney Island and Brooklyn Railroad Company be and it is hereby directed to present an application to this Board within ten days after the date of the adoption of this resolution praying for the right to maintain and operate the single track constructed and in operation connecting with the easterly existing track of the Brooklyn City and Newtown Railroad Company on Washington street, and proceeding over the roadway and sidewalk of Washington street and upon property of The City of New York."

The only answer received from the Brooklyn City Railroad Company is dated December 18, 1907, in which it acknowledges the receipt of the resolutions of the Board, and states as follows:

"We have turned your letter and resolution over to the Brooklyn Heights Railroad, who operate our system, and who will prepare the necessary application and forward same to you within the time named."

No application has been received from the Brooklyn Heights Railroad Company in the name of the Brooklyn City Railroad Company to date.

Under date of December 23, 1907, the Coney Island and Brooklyn Railroad Company acknowledges the receipt of the resolution, which they state directs "this company to present to your Honorable Board an application for the right to maintain and operate a single track already constructed and in operation, connecting the easterly track of this company on Washington street with the railroad over the New York and Brooklyn Bridge." No resolution of this character was adopted, as will be seen from the foregoing, as the spur track constructed by this company did not connect with the tracks of the railroad over the New York and Brooklyn Bridge, but connected with the tracks of the Brooklyn City Railroad Company.

The letter further states:

"This company is advised by its counsel that it already has the right to maintain and operate this track under its agreement with The City of New York made by the Commissioner of Bridges, and under the permit granted by the President of the Borough of Brooklyn."

As the City's legal adviser has rendered his opinion to the Board on this point, which is at direct variance with the advice which the company has received from its counsel, it would seem necessary that this matter be referred to the Law Department, and I would therefore suggest that the replies of both companies be submitted to the Corporation Counsel, and the Board direct him to take such steps as are necessary to protect the interests of the City and insure the recognition of the City's rights.

Respectfully,
HARRY P. NICHOLS, Engineer in Charge.

The following was offered:

Whereas, The Brooklyn City Railroad Company and the Brooklyn City and Newtown Railroad Company have constructed certain tracks in Fulton, Liberty and Washington streets, Borough of Brooklyn, and such tracks are being maintained and operated; and

Whereas, The Corporation Counsel, in an opinion dated December 11, 1907, has advised this Board that such tracks are illegally constructed and are illegally maintained and operated; and

Whereas, This Board, by resolution adopted December 13, 1907, requested both railroad companies to submit applications to this Board on or before December 23, 1907, for the right to maintain and operate these tracks; and

Whereas, Applications have not been received from either of the railroad companies; now therefore be it

Resolved, That the Corporation Counsel be and he hereby is requested to forthwith institute such proceedings, by injunction or otherwise, as will secure a judicial determination of the alleged rights of the railroad companies, in order that the rights of the City may be preserved.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and Queens—15.

NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.

The Secretary presented the following:

To the Honorable the Board of Estimate and Apportionment of The City of New York, No. 277 Broadway, New York City:

The New York Central and Hudson River Railroad Company, for itself and as lessee of the New York and Harlem Railroad Company, respectfully represents that it is engaged in the construction of a subway through Kingsbridge road and other streets, in the Borough of The Bronx, under authority of the contract entered into with The City of New York bearing date of June 13, 1907.

Pursuant to the provisions of section 8 of said contract, this company could not commence the construction of the said subway until a permit for said construction was granted by the Department of Water Supply, Gas and Electricity; that such permit was granted on the 15th day of July, 1907, was approved by the President of the Borough of The Bronx July 22, 1907, and construction was commenced upon the subsequent day, July 23, 1907. Since that date this company has prosecuted the construction with due diligence, and, with the exception of the restoration of the surface of the street, is now substantially completed, and it is expected that all work required under the contract will be completed on or before January 15, 1908.

Wherefore it is respectfully requested that the time for the completion of said subway be extended by your Honorable Board to and including January 15, 1908.

THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY,
January 2, 1908.

By Ira A. Place, Vice-President.

REPORT No. F-72.

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

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

SIR—On June 13, 1907, a contract was entered into between The City of New York and the New York Central and Hudson River Railroad Company for the building and maintaining of a subway for the transmission of electric current in certain streets in the Borough of The Bronx. Under the terms of the contract the company was to begin construction within two months and complete the subway within five months of the signing of the contract. Under this limitation the time for such completion expired on November 13, 1907, at which time the work was not completed, and under date of January 2, 1908, the company, through Mr. Ira A. Place, Vice-President, has applied for an extension of time to and including January 15, 1908.

The company advises me that it was impossible to commence this work on time owing to a delay in the issuance of a permit by one of the City Departments. The Corporation Counsel has, however, in a somewhat similar case, advised the Board that no application for an extension of time could be considered unless it had been made prior to the expiration of the time fixed in the contract. In view of this fact it is recommended that the matter be referred to the Corporation Counsel for an opinion as to whether in this case it would be proper to grant such extension.

Respectfully,
NELSON P. LEWIS, Chief Engineer.

BOARD OF ESTIMATE AND APPORTIONMENT,
DIVISION OF FRANCHISES, ROOM 801, NO. 277 BROADWAY,
January 3, 1908.

Mr. NELSON P. LEWIS, Chief Engineer:

SIR—The New York Central and Hudson River Railroad Company, by Ira A. Place, Vice-President, applies under date of January 2, 1908, for an extension of time to and including January 15, 1908, for the completion of the work authorized by the contract between The City of New York and the said railroad company, to construct, maintain and operate a subway, etc., for the transmission of electrical current under and along certain streets in the Borough of The Bronx, City of New York. This contract was executed and became effective on June 13, 1907, and section 7 reads as follows:

"Seventh—The company shall commence construction of the subway herein authorized within two months after the signing of this contract, and shall complete the construction of the same within five months from the same date, otherwise this grant shall cease and determine, and all sums paid or which may be deposited with the Comptroller of the City, as hereinafter provided, shall thereupon be forfeited to the City; provided, however, that the Board of Estimate and Apportionment may, in its discretion, extend such time for a period not exceeding one year, but such extension shall not be made unless the reasons given by the grantee for non-fulfillment are, in the opinion of the Board, for causes over which the grantee had no control and was in no wise responsible."

This condition regarding the time of commencement and completion was inserted in the contract with the full acquiescence of the railroad company, who agreed at the time that five months would be a sufficient time to complete the work. The main object in inserting a time when such work must be completed was to compel the restoration of the street as soon as possible to avoid annoyance to abutting property owners and the traveling public.

An examination made by a representative of this Division on August 26, 1907, disclosed the fact that permits to open the street had been issued on July 27, 1907, for a period of thirty days, and extended on August 20, 1907, for an additional thirty days; work was then under way, and there seemed no reason to presume that it would not be finished within the required time.

Section tenth provided that the company should give notice to the Board of Estimate and Apportionment in writing of the date on which the work is commenced, and also the date on which the same is completed.

Section eighteenth provides as follows:

"Eighteenth—Correct maps shall be furnished to the Board of Estimate and Apportionment, the Comptroller, President of the Borough of The Bronx and the Commissioner of Water Supply, Gas and Electricity by the company, showing the exact location of the subway, the splicing chambers or other appurtenances constructed, with reference to the curb lines of the streets and the street surface, and the same shall be furnished to the said several Departments or officials within sixty days after the completion of the work authorized by this grant."

The date for the final completion of the work expired on November 13, 1907, to wit: five months after the date of the execution of the contract.

As nothing had been heard from the company in regard to the date of commencement and of the completion of the work, as provided above, on December 21, 1907, I addressed a communication to Mr. Ira A. Place, the General Counsel, calling his attention to the provisions of sections 7, 10 and 18, and requesting that the Board be advised of the date of the commencement and of the completion of the same, as I had assumed that it had been completed, and also to the provisions of section eighteenth, in order that the maps called for might be prepared in time to be submitted by January 13, 1908, within sixty days after the supposed completion of the work.

On December 28, 1907, Mr. Place in a communication to the Board states that work on the construction of the subway was begun on July 23, 1907.

As it appears that the time for the completion of the contract expired on November 13, 1907, and it has not yet been completed, it is a question to my mind whether or not the same has not become void, as the section referred to above states that unless the work of construction is completed within five months, the grant shall cease and determine. Upon a somewhat similar matter, the Corporation Counsel, under date of February 7, 1907, advised the Board that no application for an extension could be considered unless made prior to the expiration of the time fixed in the contract. If this can be construed to apply to the present contract, the Board would not be in a position to grant the extension asked for, and any rights in the streets would have to be reappplied for. In order, however, that the Board may be advised in this particular case, I would suggest that the papers be sent to the Corporation Counsel for an opinion.

Respectfully,

HARRY P. NICHOLS, Engineer in Charge.

The following was offered:

Resolved, That the application of the New York Central and Hudson River Railroad Company for an extension of time in which to complete the construction of the subway through Kingsbridge road and other streets, in the Borough of The Bronx, for which a franchise was granted by contract dated June 13, 1907, be referred to the Corporation Counsel, with the request that he advise this Board if such extension of time can legally be granted under the terms and conditions of the aforesaid contract.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and Queens—15.

A communication, dated December 28, 1907, was received from Ira A. Place, vice-president of the New York Central and Hudson River Railroad Company, advising that the construction of the subway authorized by contract dated June 13, 1907, was commenced July 23, 1907.

Which was ordered filed.

SEABOARD REFRIGERATION COMPANY.

A communication, dated December 17, 1907, was received from the Mayor's office, returning, duly approved by the Mayor, resolution adopted by the Board December 13, 1907, modifying contract dated June 22, 1906, granting a franchise to the Seaboard Refrigeration Company; also a communication dated January 3, 1908, from the Mayor's office, returning contract duly executed by the Mayor for and on behalf of the City.

Which were ordered filed.

QUINROY CONSTRUCTION COMPANY.

The Secretary presented the following:

No. 100 BROADWAY, NEW YORK, January 3, 1908.

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

GENTLEMEN—On behalf of the Quinroy Construction Company, of No. 1 Broadway, City, a corporation organized and existing under the laws of the State of New York, I hereby respectfully apply for a refund of certain moneys heretofore paid by the said company to The City of New York through its Department of Finance (Bureau for the Collection of City Revenue, etc.), as follows:

On May 5, 1906, the said, the Quinroy Construction Company, made a special security deposit with the Comptroller of The City of New York of \$750, as security for the performance of the terms and conditions of a grant to it of the right to lay and maintain a railroad track in Newark avenue, in the Borough of Richmond, New York

City, as adopted by resolution of the Board of Estimate and Apportionment March 30, 1906, approved by the Mayor April 5, 1906 (special security deposit No. 348).

On May 4, 1906, said, the Quinroy Construction Company, paid to the Collector of City Revenue \$114.52 for the privilege of maintaining and operating a spur railroad track in Innis street, Borough of Richmond, New York City, from April 5, 1906, to November 1, 1906.

On November 1, 1906, said, the Quinroy Construction Company, paid to the Collector of City Revenue \$200 for railroad franchise, single track, at Elm avenue, beginning at a point on the south side of Innis street, in and along Newark avenue, to connect with Staten Island Rapid Transit Company, of Borough of Richmond, New York City.

No work whatever has been done in connection with this grant, and as I am advised the granting of the franchise in the first instance was without warrant of law, I therefore respectfully apply for the refund of the above mentioned sums of money, with interest, from the respective dates, and that a proper resolution authorizing the Comptroller of The City of New York to make such refund, may be adopted by your Honorable Board.

Very respectfully yours,

JOHN C. COLEMAN,

Attorney for the Quinroy Construction Company.

The Chief Engineer submitted the following report:

BOARD OF ESTIMATE AND APPORTIONMENT,
DIVISION OF FRANCHISES, ROOM 801, NO. 277 BROADWAY, }
January 9, 1908.

Mr. NELSON P. LEWIS, Chief Engineer:

SIR—The Quinroy Construction Company, by John C. Coleman, attorney for the company, has presented a petition to the Board of Estimate and Apportionment, dated January 3, 1908, for a refund of certain moneys heretofore paid by the said company to the City, with interest thereon from date of payment, as follows:

First—One hundred and fourteen dollars and fifty cents paid on May 4, 1906, as compensation for the privilege of constructing, maintaining and operating a spur railroad track in Newark avenue, from the tracks of the Staten Island Rapid Transit Railroad to and across Innis street, in the Borough of Richmond, for the period from April 5, 1906, to November 1, 1906, pursuant to a resolution adopted by the Board of Estimate and Apportionment on March 30, 1906, and approved by the Mayor on April 5, 1906.

Second—Two hundred dollars paid under the same consent by the said company to the City on November 1, 1906, as compensation for the year ending November 1, 1907.

Third—Seven hundred and fifty dollars deposited with the Comptroller of The City of New York as security for the performance of the terms and conditions of the consent, in accordance with section 13 of the resolution.

The petitioner adds that he has been advised that the consent of March 30, 1906, was granted without warrant of law.

Consent was originally granted to the applicant company for the construction, maintenance and operation of a railroad track in Newark avenue, from the tracks of the Staten Island Rapid Transit Company to and across Innis street, by a resolution adopted by the Board of Estimate and Apportionment on December 15, 1905, and approved by the Mayor on December 21, 1905. This consent was granted in accordance with an opinion rendered to the Board by the Corporation Counsel, in a communication dated October 16, 1905, by whom it was subsequently approved as to form on December 11, 1905.

Thereafter the grantee presented an application, dated March 21, 1906, to the Board for an extension of time in which to construct the track. It was found that the consent of December 15, 1905, had become null and void by reason of the failure of the grantee to construct within a given time, but in order to give the petitioner further opportunity to proceed with the project the said consent granted December 15, 1905, was rescinded, and a new consent granted by resolution adopted by the Board on March 30, 1906, and approved by the Mayor on April 5, 1906, and the moneys now requested to be refunded were paid to the City under the terms and conditions of this consent.

In a report from the Bureau of Franchises, dated January 12, 1907, the attention of the Board was called to the fact that the railroad track had not yet been constructed, and that, therefore, in accordance with section 12, all rights of the grantee under the consent had been forfeited, and on January 18, 1907, the Board adopted a resolution rescinding the consent of March 30, 1906, which resolution was duly approved by the Mayor on January 22, 1907.

Thereafter, on February 1, 1907, the Quinroy Construction Company presented an application to the Board for a new grant of the same privilege, but on March 15, 1907, in accordance with an opinion of the Corporation Counsel dated March 8, 1907, advising the Board that the Appellate Division, First Department, had decided that the Board had no authority to grant such consent, a resolution was adopted denying the application.

From an examination made by this Division on January 8, 1908, it was found that the only work done under the consent was the installation of a switch at Newark avenue by the Staten Island Rapid Transit Railroad Company, and as construction of the track on Newark avenue had not been proceeded with, this switch was removed by the railroad company some three months ago.

I am of the opinion that the sums paid in accordance with the terms and conditions of the consent as compensation for the privilege thereby granted may be properly retained by the City, but as the grantee did not construct the track, and has enjoyed no benefits from the privilege, I would suggest that the \$200 paid as compensation for the year ending November 1, 1907, be refunded, the City retaining the \$114.50 paid for the year ending November 1, 1906, as compensation for the granting of the privilege, and the expenses of the various investigations and proceedings incidental thereto, as hereinbefore set forth.

I would therefore recommend that as no construction has been done under this consent, the Comptroller be authorized to return to the Quinroy Construction Company the \$750 deposited with him as a security fund, and the sum of \$200 paid as compensation for the year ending November 1, 1907, upon the receipt by the Comptroller from the Quinroy Construction Company of a release to the City of any rights under the privilege granted and of any claim or claims in connection therewith, the same to be in such form as he may prescribe.

A form of resolution embodying this recommendation is appended herewith for adoption.

Respectfully,

HARRY P. NICHOLS, Engineer in Charge.

The following was offered:

Whereas, By resolution duly adopted by the Board of Estimate and Apportionment March 30, 1906, approved by the Mayor April 5, 1906, the Quinroy Construction Company was granted permission to construct, maintain and operate a single track railroad spur at Elm Park, upon and along Newark avenue, from Innis street, to connect with the tracks of the Staten Island Rapid Transit Railway, in the Borough of Richmond; and

Whereas, As the Quinroy Construction Company failed or neglected to comply with the provisions of the aforesaid resolution, the same was rescinded by resolution adopted by this Board January 18, 1907, approved by the Mayor January 22, 1907; and

Whereas, The Quinroy Construction Company has presented a petition, dated January 3, 1908, requesting a refund of certain moneys heretofore paid by said company to The City of New York, in accordance with the terms and provisions of said resolution of March 30, 1906; and

Whereas, It appears that the Quinroy Construction Company did not avail itself of the privilege granted March 30, 1906, and did not receive any benefit from such consent; now therefore be it

Resolved, That the Comptroller of The City of New York be and he hereby is authorized and requested to refund to the Quinroy Construction Company

1. The sum of seven hundred and fifty dollars (\$750) heretofore deposited with him as a security fund under the terms and conditions of the consent granted by this Board on March 30, 1906; and also

2. The sum of two hundred dollars (\$200) heretofore paid to The City of New York by the Quinroy Construction Company as compensation for the privilege granted by such consent, for the year ending November 1, 1907; and be it further

Resolved, That this resolution shall not become effective unless and until the Quinroy Construction Company executes a release, absolving The City of New York from any and all claims of any kind, character or description whatsoever held or claimed to be held under the terms and conditions of the aforesaid consent, and of all rights in and upon Newark avenue and Innis street, held by virtue of said consent, in the manner prescribed by and to the satisfaction of the Comptroller of The City of New York, and file same with said official.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and Queens—15.

MUNICIPAL SUBWAY COMPANY.

A petition was received from the Municipal Subway Company requesting that it be awarded a contract with The City of New York, to construct, lay, erect and maintain, under the streets, avenues, highways and public places in The City of New York, electrical subways for the transmission of electrical current for telegraphic, telephonic and all general electrical purposes.

Which was referred to the Chief Engineer.

RAPID TRANSIT RAILWAY.

Brooklyn Loop Lines.

The Secretary presented the following:

STATE OF NEW YORK,
PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT,
TRIBUNE BUILDING, NO. 154 NASSAU STREET,
NEW YORK, January 8, 1908.

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

GENTLEMEN—During the preparation of the contracts and the contract drawings for the Fourth avenue subway, in Brooklyn, the Public Service Commission has considered it advisable to make certain modifications, so as to reduce the grades and to increase the headroom. The object of these changes, which have been recommended by Chief Engineer Seaman, is to promote the more rapid, safe and economical operation of trains, and to make it possible for cars now being used in the local suburban traffic of steam railroads to be operated through the subway. By so doing this would also facilitate the making of more advantageous contracts by the City for the subsequent rental and operation of the road. In the opinion of the Commission it would be a great mistake to build any future subway of such dimensions that an existing railroad might be debarred from being a competitive bidder, or through which it would be impossible to run railroad cars, no matter how desirable and necessary it might prove to generations hence.

The trains run through the Fourth avenue subway will continue over the Manhattan Bridge, and be run through the subway loop now under construction in Canal and Centre streets. If the Fourth avenue subway is enlarged, it would be advisable to enlarge the subway loop, otherwise the larger cars used by steam roads could only run as far as the Manhattan terminal of the Manhattan Bridge; the subway loop only allowing for a headroom of 13 feet 6 inches above top of rail, whereas 14 feet 6 inches are necessary for the cars used in suburban traffic.

The subway loop, connecting as it does the Williamsburg Bridge with the other two bridges, is so planned that the cars from any future subway extending into Brooklyn or Queens from the Brooklyn terminus of the Williamsburg Bridge, can be run through the subway loop. If the present headroom of 13 feet 6 inches is not enlarged, it will not be possible to allow for any railroad connection with such future subways, and will make it impossible for any of the present railroads in Queens to reach Manhattan via the Williamsburg Bridge and subway loop.

The plans for the loop also provided for a double deck subway in part, and for the use of grades frequently as high as 4 per cent., and in some instances as high as 5½ per cent. The steepness of these grades and the frequency with which they follow one another in the loop, will not only greatly increase the cost of operation, but limit materially the number of trains that can be run through the subway in a given period, and increase the possibility of accidents.

Our Chief Engineer, Mr. Seaman, after careful study of the problem, had found that it is possible to modify the plans for the subway loop so as to increase the height of the tunnel, to modify the grades, to decrease their number and to do away with the double deck stations and tracks. To make these changes it will be necessary to change two of the stations, and in order to make proper connection with the crosstown line in Canal street, it is proposed to unite the two stations at Leonard-Franklin street and at Howard-Grand street, into one station at Canal street. It is also proposed to operate the loop as two double track railroads, instead of one four-track road, but with crossovers to be used in case of accident or when needed for the shunting of trains. Eventually this might lead to the connection of the Williamsburg Bridge with the Brooklyn Bridge, which would naturally serve the purposes of the elevated roads in Brooklyn which connect with these two bridges. The other set of tracks would be operated in connection with the Manhattan Bridge, through the proposed terminal at Chambers street, and thence down William or Nassau, crossing the East river by a tunnel and connecting with some future subway in Brooklyn. This loop would naturally serve the Fourth avenue subway and could be operated there in conjunction with or entirely independent of the loop previously described.

This modification simplifies a very complicated plan; eliminates two double deck stations, making all tracks on a level; would work in conjunction with a proposed future line across Canal street to the North river, and thereby connect with all northbound and southbound routes which would intercept it, with the Fourth avenue subway and the Manhattan Bridge, and would increase very materially the safety of operation. It is estimated that the operating capacity would be increased fully 25 per cent. in addition to the proposed tunnel connections, and also that the time of construction would be materially decreased.

Cost of the work as revised would be somewhat greater or somewhat less than the plans previously adopted, according to whether pipe galleries are or are not provided for.

Inasmuch as these changes involve the use of money already appropriated by your Board, we shall, as soon as they are completed, lay the revised plans and estimates before you, and in the meanwhile present for your consideration these facts as outlined.

Very truly yours,

W. R. WILLCOX, Chairman.

Which was referred to the Chief Engineer.

The full minutes of the meeting of this day will appear in the CITY RECORD at a later date.

JOSEPH HAAG, Secretary.

DEPARTMENT OF HEALTH.

New York, December 18, 1907.

The Board met pursuant to adjournment.
Present—Commissioners Thomas Darlington, President; Alvah H. Doty, Health Officer of the Port; Arthur J. O'Keeffe, First Deputy Police Commissioner, for the Police Commissioner.

The minutes of the last meeting were read and approved.

The Finance Committee presented the following bills, which were approved and ordered forwarded to the Comptroller for payment:

BOROUGH OF MANHATTAN.

James McC. Miller, Chief Clerk.....	\$47 35
Eidt & Weyand.....	97 28
A. Gross.....	37 00
Baker Motor Vehicle Company of New York.....	157 75
Auto Operating Company.....	35 00
Alfred Lee.....	6 85
Electric Vehicle Company.....	10 95
Elmore Automobile Company.....	105 23
Masons' Supplies Company.....	20 40
Harry Balfe.....	1 81
Edward Riley.....	27 50
John J. Reilly.....	6 50
The Whitney Glass Works.....	22 80
Henry J. Fink.....	4 00
The Frank Miller Company.....	3 90
Oldsmobile Company of New York.....	2 75
Electric Vehicle Company.....	568 37
Pittsburgh Plate Glass Company.....	5 00
Lang & Gros Manufacturing Company.....	187 20
G. B. Underwood Inspirator Company.....	7 00
J. F. Gylsen.....	68 23
Burton & Davis Company.....	146 52
John W. Walker Company.....	57 08
Murphy Bros.....	48 80
Seabury & Johnson.....	73 70
Charles Kohlman & Co.....	199 15
James T. Dougherty.....	9 15
Siegel Cooper Company.....	9 90
J. F. Gylsen.....	6 62
Geo. T. Bestle.....	95 74
Eidt & Weyand.....	18 35
A. F. Brombacher & Co.....	4 25
Seabury & Johnson.....	13 44
The Harral Soap Company.....	28 80
Eimer & Amend.....	4 60
F. W. Devoe & C. T. Raynolds Company.....	3 90
Armour & Co.....	109 87
Barton & Davis Company.....	80 00
O. T. Louis Company.....	23 70
The Emil Greiner Company.....	4 25
Oscar Heyman & Co.....	152 25
John Wanamaker.....	25 00
The American Distributing Company.....	3 60
James A. Webb & Son Branch.....	2 65
Seabury & Johnson.....	13 44
Sheffield Farms-Slawson-Decker Company.....	28 80
George Ermold Company.....	4 60
W. B. Kittredge Company.....	3 90
H. Stoutenborough.....	20 60
Armour & Co.....	121 17
Burton & Davis Company.....	5 00
Armstrong Cork Company.....	2 80
Bliss Brothers Company.....	4 54
Otto Stegemann.....	4 06
Charles Kohlman & Co.....	477 90
Sheffield Farms-Slawson-Decker Company.....	18 00
A. P. W. Paper Company.....	28 88
Valvoline Oil Company.....	80 32
Frank D. Cole, Agent and Warden.....	2 60
Our Own Manufacturing Company.....	7 18
F. W. Devoe & C. T. Raynolds Company.....	9 01
The Western Union Telegraph Company.....	2 58
O'Neill-Adams Company.....	3 60
Charles McConnell.....	5 75
Pittsburgh Plate Glass Company.....	38 00
J. H. Murphy.....	70 00
New Jersey School-Church Furniture Company.....	58 75
James McC. Miller, Chief Clerk.....	55 65
James McC. Miller, Chief Clerk.....	35 00
Seabury & Johnson.....	9 50
George Ermold Company.....	38 00
The Aseptic Drinking Cup Company.....	3 60
The Kny-Scheerer Company.....	85 00
J. H. Murphy.....	60 01
James McC. Miller, Chief Clerk.....	190 53
George W. Benham, Agent and Warden.....	10 00
Dennison Manufacturing Company.....	104 00
W. N. Glass.....	76 47
The Smith-Worthington Company.....	24 25
W. F. Ford & Co.....	119 75
Erie Railroad Company.....	95 00
John Carwithen.....	26 95
Ayres & Galloway.....	2 00
Middletown Employment Exchange.....	22 23
Henry J. Fink.....	1 00
Charity Organization Society.....	2 25
Brink & Clark.....	44 00
Bramhall, Deane Company.....	21 75
Henry J. Fink.....	24 50
John C. Hopkins & Co.....	6 62
The Roessler & Hasslacher Chemical Company.....	17 99
Wells Fargo & Co., Express.....	4 00
Chris. Kiernan.....	1 75
Chas. W. Roesch.....	14 40
John Wanamaker.....	67 96
Standard Oil Company of New York.....	72 88
James M. Everett.....	88 00
Samuel Dodd.....	130 98
Swinton & Co.....	561 50
A. E. Noxon.....	66 00
J. S. Woodhouse.....	96 15
James McC. Miller, Chief Clerk.....	85 75
Charles E. Matthews.....	2 00
Sigmund Ullman Company.....	264 16
Remington Typewriter Company.....	26 65
A. F. Brombacher & Co.....	50 66
James McC. Miller, Chief Clerk.....	114 44

James McC. Miller, Chief Clerk.....	Harbert C. Barnett.....	7 62
Eidt & Weyand.....	Inland Stamp Works.....	10 08
A. Gross.....	Geo. W. Cobb, Jr.....	2 00
Baker Motor Vehicle Company of New York.....	Century Envelope Sealer Company.....	1 00
Auto Operating Company.....	Armour & Co.....	7 20
Alfred Lee.....	George W. Benham, Agent and Warden.....	5 25
Electric Vehicle Company.....	Burton & Davis Company.....	7 06
Elmore Automobile Company.....	American Medical Association.....	4 75
Masons' Supplies Company.....	Clark & Baker Company.....	25 00
Harry Balfe.....	Samuel Lewis.....	14 00
Edward Riley.....	Baker, Voorhis & Co.....	9 00
John J. Reilly.....	Library Bureau.....	32 00
The Whitney Glass Works.....	August R. Ohman & Co.....	1 00
Henry J. Fink.....	E. Robinson.....	30 00
The Frank Miller Company.....	William G. Harper.....	4 50
Oldsmobile Company of New York.....	L. Martin.....	4 25
Electric Vehicle Company.....	Munson Supply Company.....	7 00
Pittsburgh Plate Glass Company.....	Paul B. Hoeber.....	1 80
Lang & Gros Manufacturing Company.....	E. G. Soltmann.....	1 92
G. B. Underwood Inspirator Company.....	N. Stafford Company.....	77 00
J. F. Gylsen.....	Koller & Smith.....	84 00
Burton & Davis Company.....	The Western Union Telegraph Company.....	50 44
John W. Walker Company.....	United District Messenger Company.....	17 40
Murphy Bros.....	The Garlock Packing Company.....	127 20
Seabury & Johnson.....	Schieffelin & Co.....	1 81
Charles Kohlman & Co.....	Sheffield Farms, Slawson-Decker Company.....	54 00
James T. Dougherty.....	Sheffield Farms, Slawson-Decker Company.....	8 60
Siegel Cooper Company.....	George W. Benham, Agent and Warden.....	9 25
J. F. Gylsen.....	James McC. Miller, Chief Clerk.....	4 55
Geo. T. Bestle.....	Bernard J. Clark.....	15 53
Eidt & Weyand.....	John Simmons Company.....	227 27
A. F. Brombacher & Co.....	Murphy Brothers.....	47 90
Seabury & Johnson.....	Frank D. Cole, Agent and Warden.....	5 25
The Harral Soap Company.....	John W. Walker Company.....	1 80
Eimer & Amend.....	George W. Benham, Agent and Warden.....	35 78
F. W. Devoe & C. T. Raynolds Company.....	B. L. Abrams.....	3 00
Armour & Co.....	Elite Supply Company.....	8 40
Barton & Davis Company.....	Richard Webber.....	26 39
O. T. Louis Company.....	John Adler.....	30 00
The Emil Greiner Company.....	The Dry Milk Company.....	6 00
Oscar Heyman & Co.....	G. B. Underwood Inspirator Company.....	5 60
John Wanamaker.....	J. Rheinfrank Company.....	6 00
The American Distributing Company.....	The Kny-Scheerer Company.....	5 75
James A. Webb & Son Branch.....	Otto Stegemann.....	5 78
Seabury & Johnson.....	Chris. Kiernan.....	61 88
Sheffield Farms-Slawson-Decker Company.....	James McC. Miller, Chief Clerk.....	100 00
George Ermold Company.....	Lyth Tile Company.....	667 50
W. B. Kittredge Company.....	Arthur N. Pierson & Co.....	500 00
H. Stoutenborough.....	Frank A. Hall.....	2,700 00
Armour & Co.....	The Whitney Glass Works.....	26 40
Barton & Davis Company.....	Murphy Brothers.....	47 00
O. T. Louis Company.....	Harry Balfe.....	29 28
The Emil Greiner Company.....	Harry Balfe.....	4 20
Oscar Heyman & Co.....	Studebaker Brothers Company of New York.....	1 50
John Wanamaker.....	Holly & Easton.....	7 50
The American Distributing Company.....	J. E. Sanford, County Treasurer.....	23 75
James A. Webb & Son Branch.....	C. O. Mailoux.....	358 10
Seabury & Johnson.....	Aaron Buchbaum Company.....	913 72
Sheffield Farms-Slawson-Decker Company.....	Otto Stegemann.....	21 48
George Ermold Company.....	Pittsburg Plate Glass Company.....	6 00
W. B. Kittredge Company.....	John J. Reilly.....	17 50
H. Stoutenborough.....	Otto Stegemann.....	166 67
Armour & Co.....	John A. Rosenbaum.....	287 33
Barton & Davis Company.....	Francis H. Leggett & Co.....	59 04
Armstrong Cork Company.....	Thomas J. Lawless.....	98 77
Bliss Brothers Company.....	Henry Allen.....	1,011 80
Otto Stegemann.....	Henry Allen.....	94 26
Charles Kohlman & Co.....	James McC. Miller.....	29 61
Sheffield Farms-Slawson-Decker Company.....	P. Lawless & Sons.....	15 18
A. P. W. Paper Company.....	James McC. Miller, Chief Clerk.....	16 95
Valvoline Oil Company.....	The Orange County Telephone Company.....	19 55
Frank D. Cole, Agent and Warden.....	James McC. Miller, Chief Clerk.....	9 01
Our Own Manufacturing Company.....	DeWitt Wheeler.....	8 70
F. W. Devoe & C. T. Raynolds Company.....	James McC. Miller, Chief Clerk.....	42 80
The Western Union Telegraph Company.....	Ernst J. Lederle.....	701 55
O'Neill-Adams Company.....	Martin J. and Thomas F. White.....	1,818 37
Charles McConnell.....	Martin J. and Thomas F. White.....	399 00
Pittsburgh Plate Glass Company.....	Eugene W. Schefer, Secretary.....	2,500 00

BOROUGH OF THE BRONX.

I. S. Remson Manufacturing Company.....	\$53 04
James McC. Miller, Chief Clerk.....	2 95
Eidt & Weyand.....	56 25
Ed. B. Tiechman.....	25 00
John Bell Company.....	8 10
Olpp & Wetjen.....	25 00
H. & P. Nimpfius.....	54 50
John F. X. McKeon.....	38 00
Merchants Rubber Company.....	3 75
J. H. C. Johansmeyer.....	4 00
Hodgman Rubber Company.....	2 00
Frank B. Hill.....	28 00
Goodyear Rubber Company.....	4 05
Geo. W. Benham, Agent and Warden.....	2 62
Jesse D. Frost, Agent and Warden.....	1 35
J. F. Gylsen.....	169 77
John W. Walker Company.....	53 20
Eidt & Weyand.....	27 38
Conron Brothers Company.....	335 52
Harral Soap Company.....	14 40
Abram L. Hirsh.....	11 52
Siegel Cooper Company.....	9 30
J. F. Gylsen.....	19 86
Alex. M. Powell.....	4 32
Armour & Co.....	134 20
Geo. T. Bestle.....	187 55
Burton & Davis Company.....	167 37
James McC. Miller, Chief Clerk.....	9 25
James T. Dougherty.....	5 00
Bates Manufacturing Company.....	13 72
Inland Stamp Works.....	2 50
United States Heater Company.....	1 40
Oliver Typewriter Company.....	1 60
The Hospital Supply Company.....	49 20
Richard Webber.....	95 16
The Western Union Telegraph Company.....	7 33
Sheffield Farms, Slawson-Decker Company.....	10 80
Stanley & Patterson.....	5 94
John Simmons & Co.....	10 75
Val	

Church E. Gates & Co.	54 11
Geo. I. Roberts & Bros.	24 70
Paul's Machine Shop.	1 50
J. H. Burrell & Co.	95 85
A. P. W. Paper Company.	36 00
Sheffield Farms, Slawson-Decker Company.	488 70
Thos. C. Dunham.	358 00
James Shewan & Sons.	36 00
Department of Docks and Ferries of The City of New York.	10,276 87
I. S. Remson Manufacturing Company.	8 25
Richard Webber.	1,570 21
Francis H. Leggett & Co.	173 87
Thomas J. Lawless.	82 30
James McC. Miller, Chief Clerk.	40 95
James McC. Miller, Chief Clerk.	12 05
White, Van Glahn & Co.	3 80
George Ermold & Co.	12 00
James Shewan & Sons.	244 00
Martin J. and Thomas F. White.	683 62

BOROUGH OF BROOKLYN.

James McC. Miller, Chief Clerk.	\$18 95
Chas. Schaefer.	228 85
I. S. Remson Manufacturing Company.	5 00
Mason's Supplies Company.	10 20
John Gallagher.	1 25
A. Moses Sons & Co.	16 55
J. L. Suydam.	25 00
James McC. Miller, Chief Clerk.	28 00
John J. Kelly.	53 25
Thomas Glackin.	25 00
Isaac S. Douglass.	25 00
John W. Walker Company.	51 08
J. F. Gylsen.	3 31
Franklin Automobile Company.	14 00
Estate of B. C. Hollingsworth.	50 00
Hodgman Rubber Company.	2 50
D. S. Walter & Co.	15 12
B. Altman & Co.	16 50
Inland Stamp Works.	175 00
Frank D. Cole, Agent and Warden.	33 72
James McC. Miller, Chief Clerk.	94 12
Duparquet, Huot & Moneuse.	8 00
The Kny-Scheerer Company.	1 80
Eugene W. Scheffer, Secretary.	600 00
Geo. I. Roberts & Brothers.	5 92
Conron Brothers.	109 40
Armour & Co.	76 20
Geo. T. Bestle.	49 14
The Brooklyn Hospital.	600 00
Williamsburg Hospital.	100 00
St. Mary's Hospital.	100 00
St. Catherine's Hospital.	100 00
The Brooklyn Eastern District Dispensary Hospital.	100 00
James McC. Miller, Chief Clerk.	50 25
Moquin, Offerman & Wells Company.	12 05
Standard Oil Company of New York.	7 40
John Simmons & Co.	84 93
Troy Laundry Machinery Company.	23 60
John Simmons Company.	21 30
Standard Oil Company of New York.	7 54
The New Home Sewing Machine Company.	5 02
John Wanamaker.	34 80
Nason Manufacturing Company.	1 74
J. M. Horton Ice Cream Company.	127 30
C. W. Keenan.	10 75
Donegan & Swift.	68 00

BOROUGH OF QUEENS.

James McC. Miller, Chief Clerk.	\$18 68
James McC. Miller, Chief Clerk.	8 50
Geo. W. Benham, Agent and Warden.	9 30
Jesse D. Frost.	9 02
Leo Leyman & Co.	12 00
I. S. Remson Manufacturing Company.	48 92
Isaac C. Hendrickson.	12 32
Jamaica Gas Light Company.	2 19
Abraham L. Hirsh.	15 44
James McC. Miller, Chief Clerk.	108 94
Eagle Laundry.	4 00
George Upington.	8 50
Eugene W. Scheffer, Secretary.	600 00

BOROUGH OF RICHMOND.

Perfection Chemical Company.	\$135 00
Police Commissioner of the Police Department, City of New York.	2 00
William H. O'Neill.	19 46
James Feeny.	2 40
Dongan Hills Feed and Grain Company.	127 25
Cadillac Company of New York.	2 00
Atlantic Basin Iron Works.	35 00
Charlton Taylor.	6 55
Standard Oil Company of New York.	7 88
James McC. Miller, Chief Clerk.	6 30
Wm. Schmidt.	3 20
James P. Eddy.	8 00
Charlton Taylor.	5 25
Edwin Lovick.	105 50
Joseph Schell.	5 25
Richmond Ice Company.	3 60
Inland Stamp Works.	1 50
Clark & Baker Company.	43 00
Frank Webber.	2 94
W. L. Scott.	4 00
Abraham L. Hirsh.	22 21
Chas. Baesler, Agent.	15 00
E. Robinson.	30 00
E. N. Little's Sons.	14 00
Charles Beinert.	8 80
J. C. Muller.	2 90
James McC. Miller, Chief Clerk.	9 30
E. Robinson.	30 00
S. F. Hayward & Co.	5 00
Inland Stamp Works.	3 78
James McC. Miller, Chief Clerk.	136 50

Communication from the Assistant Corporation Counsel, recommending the discontinuance of the suits named in his report.

On motion, it was

Resolved, That the Corporation Counsel be and is hereby requested to discontinue without costs the actions against the following named persons for violations of the Sanitary Code and of the Health Laws, the Inspector having reported the orders therein complied with, or the nuisances complained of abated, a permit having been granted or violations removed, or the orders rescinded, to wit:

Names.	No.
BOROUGH OF THE BRONX.	
Michael Martucci.	384
Otto C. Sommerick.	1,048
John McSherry.	528
J. F. Farrell.	879
J. F. Farrell.	880
J. F. Farrell.	881
BOROUGH OF QUEENS.	
Margaret Kelly.	983
Anna Kryger.	660
John Vogel.	1,061
Tony Paradise.	979

Sanitary Bureau.

The following communications were received from the Sanitary Superintendent:

First—Weekly reports of the Sanitary Superintendent. Ordered on file.

Second—Weekly reports from the Willard Parker, Reception, Riverside and Kingston Avenue Hospitals. Ordered on file.

Third—Report on compliance with certain orders to vacate premises, etc. On motion, it was

Resolved, That the following orders be and are hereby rescinded, for the reason that the causes for the same have been removed:

No.	BOROUGH OF MANHATTAN.
10666.	No. 96 Oliver street.
10667.	No. 98 Oliver street.
12165.	No. 150 Clinton street.
11762.	No. 66 Forsyth street.
12260.	No. 139 Chrystie street.
12215.	No. 143 West Houston street.
12782.	No. 165 Hester street.

BOROUGH OF BROOKLYN.

2775.	No. 299 Fourteenth street.
5599.	No. 325 Gold street.
5219.	No. 146 Twenty-seventh street.
3019.	No. 409 Hudson avenue.
3947.	No. 327 Bergen street.
5341.	No. 68 Humboldt street.
5167.	No. 241 Nassau avenue.
5338.	No. 2405 Fulton street.
5812.	No. 449 Marcy avenue.
5723.	No. 28 Nostrand avenue.
5722.	No. 38 Nostrand avenue.
5802.	No. 483 Gates avenue.

BOROUGH OF QUEENS.

353.	South side of Adriatic street, 100 feet east of Collins avenue, Maspeth.
Fourth—Certificates declaring premises at No. 42 Allen street, No. 85 Attorney street, No. 84 Catherine street, No. 172 Clinton street, No. 187 Clinton street, No. 284 Elizabeth street, No. 3 Essex street, No. 1267 First avenue, No. 340 Fourth avenue, No. 143 Hester street, No. 27 Madison street, No. 53 Orchard street, No. 1069 Second avenue, No. 102 St. Mark's place, No. 233 Third avenue, No. 456 West Thirty-seventh street and No. 307 West Fortieth street, Borough of Manhattan; No. 708 DeKalb avenue, No. 62 Flushing avenue, No. 117 Gerry street, No. 1241 Halsey street, No. 184 Johnson street, No. 88 Knickerbocker avenue, No. 604 Manhattan avenue, No. 233 Moore street, corner of White street; No. 527 Park avenue, No. 239 Sands street, No. 180 Varet street and No. 145 Washington street, Borough of Brooklyn, public nuisances.	
On motion, the following orders were entered:	
Whereas, The premises No. 42 Allen street, Borough of Manhattan, in The City of New York, and the business pursuit specified in this case, being in the opinion of the Board in a condition and in effect dangerous to life and health and a public nuisance, and the Board having taken and filed among its records the reports of the Sanitary Superintendent and the Inspectors relating thereto, and what it regards as sufficient proof to authorize its declaration that the premises and business pursuit in this case are in condition and effect dangerous to life and health and a public nuisance—the Board hereby enters in its records the said premises as a nuisance, and declares the same to be a public nuisance dangerous to life and health, and in respect thereto orders, viz.:	
That the conducting of the barber shop, in its present condition, be discontinued.	

Whereas, The premises No. 85 Attorney street, Borough of Manhattan, in The City of New York, and the business pursuit specified in this case, being in the opinion of the Board in a condition and in effect dangerous to life and health and a public nuisance, and the Board having taken and filed among its records the reports of the Sanitary Superintendent and the Inspectors relating thereto, and what it regards as sufficient proof to authorize its declaration that the premises and business pursuit in this case are in condition and effect dangerous to life and health and a public nuisance—the Board hereby enters in its records the said premises as a nuisance, and declares the same to be a public nuisance dangerous to life and health, and in respect thereto orders, viz.:	
That the conducting of the barber shop, in its present condition, be discontinued.	

Whereas, The premises No. 172 Clinton street, Borough of Manhattan, in The City of New York, and the business pursuit specified in this case, being in the opinion of the Board in a condition and in effect dangerous to life and health and a public nuisance, and the Board having taken and filed among its records the reports of the Sanitary Superintendent and the Inspectors relating thereto, and what it regards as sufficient proof to authorize its declaration that the premises and business pursuit in this case are in condition and effect dangerous to life and health and a public nuisance—the Board hereby enters in its records the said premises as a nuisance, and declares the same to be a public nuisance dangerous to life and health, and in respect thereto orders, viz.:	
That the conducting of the barber shop, in its present condition, be discontinued.	

Whereas, The premises No. 284 Elizabeth street, Borough of Manhattan, in The City of New York, and the business pursuit specified in this case, being in the opinion of the Board in a condition and in effect dangerous to life and health and a public nuisance, and the Board having taken and filed among its records the reports of the Sanitary Superintendent and the Inspectors relating thereto, and

Whereas, The premises No. 180 Varet street, Borough of Brooklyn, in The City of New York, and the business pursuit specified in this case, being in the opinion of the Board in a condition and in effect dangerous to life and health and a public nuisance, and the Board having taken and filed among its records the reports of the Sanitary Superintendent and the Inspectors relating thereto, and what it regards as sufficient proof to authorize its declaration that the premises and business pursuit in this case are in condition and effect dangerous to life and health and a public nuisance—the Board hereby enters in its records the said premises as a nuisance, and declares the same to be a public nuisance dangerous to life and health, and in respect thereto orders, viz.:

That the conducting of the barber shop, in its present condition, be discontinued.

Whereas, The premises No. 145 Washington street, Borough of Brooklyn, in The City of New York, and the business pursuit specified in this case, being in the opinion of the Board in a condition and in effect dangerous to life and health and a public nuisance, and the Board having taken and filed among its records the reports of the Sanitary Superintendent and the Inspectors relating thereto, and what it regards as sufficient proof to authorize its declaration that the premises and business pursuit in this case are in condition and effect dangerous to life and health and a public nuisance—the Board hereby enters in its records the said premises as a nuisance, and declares the same to be a public nuisance dangerous to life and health, and in respect thereto orders, viz.:

That the conducting of the barber shop, in its present condition, be discontinued. Fifth—Reports on applications for permits.

On motion, it was

Resolved, That permits be and are hereby granted as follows:

BOROUGH OF MANHATTAN.

No. 27154. Samuel Kaplan, to conduct public bath at No. 25 Rutgers place.
 27155. Chali Shuman, to keep birds for sale at No. 503 West Thirty-seventh street.
 27156. Mrs. J. Drexler, to board 1 child at No. 752 Greenwich street.
 27157. Anna Gallo, to board 1 child at No. 1665 Third avenue.
 27158. Mrs. Clara Scott, to board 1 child at No. 1805 Third avenue.
 27159. Theresa La Cava, to board 1 child at No. 333 East Sixteenth street.
 27160. Mrs. A. Wood, to board 1 child at No. 414 West Twenty-ninth street.
 27161. Mrs. Jane Sullivan, to board 1 child at No. 310 East Thirty-eighth street.
 27162. Mrs. Nellie McNemee, to board 1 child at No. 401 East Sixtieth street.
 27163. Mrs. Mamie Carroll, to board 1 child at No. 317 East Seventy-fifth street.
 27164. Mrs. Elizabeth Reilly, to board 1 child at No. 217 East Seventy-eighth street.
 27165. Mrs. Albert Miller, to board 1 child at No. 336 East Ninety-fifth street.
 27166. Mrs. Ellen Mabie, to board 1 child at No. 74 East One Hundred and Fourteenth street.
 27167. Eleonora Ramhorst, to board 1 child at No. 253 East One Hundred and Twenty-fifth street.
 27168. Mrs. Annie Liddell, to board 2 children at No. 2713 Eighth avenue.
 27169. Nettie Heydorn, to board 2 children at No. 2905 Eighth avenue.
 27170. Jennie Sheerin, to board 2 children at No. 897 First avenue.
 27171. Sarah Nagle, to board 2 children at No. 1633 Lexington avenue.
 27172. Maria L. Ralph, to board 2 children at No. 1607 Park avenue.
 27173. Mrs. Annie Deery, to board 2 children at No. 202 West End avenue.
 27174. Sophia Mead, to board 2 children at No. 401 East Fiftieth street.
 27175. Mrs. Mary Roy, to board 2 children at No. 69 West One Hundred and First street.
 27176. Mrs. Mary Scannell, to board 2 children at No. 225 East One Hundred and First street.
 27177. Mary Cronin, to board 2 children at No. 78 East One Hundred and Fifteenth street.
 27178. Mrs. Margaret Kane, to board 3 children at No. 246 East Seventy-fourth street.
 27179. Eliza Gleason, to board 3 children at No. 209 East One Hundred and Seventh street.
 110. Thomas R. Bearman, to keep lodging house (135 lodgers) at Nos. 1 to 7 Bowery.
 27180. William Davis, to manufacture carbonated water at Nos. 407 to 411 East One Hundred and Twenty-first street.
 27181. J. Keiser, to use smokehouse at No. 1507 First avenue.
 27182. Andrew Vrabel, to use smokehouse at No. 411 East Seventieth street.

BOROUGH OF THE BRONX.

27183. Mrs. Frank Stile, to board 1 child at No. 1317 Prospect avenue.
 27184. Mrs. Caroline Fitch, to board 1 child at No. 686 Westchester avenue.
 27185. Mrs. F. A. McGarity, to board 1 child at No. 360 East One Hundred and Sixtieth street.
 27186. Mrs. B. Cannon, to board 2 children at No. 203 St. Ann's avenue.
 27187. Mrs. Lula Ford, to board 2 children at No. 368 East One Hundred and Fifty-eighth street.
 27188. Mary Reese, to board 3 children on west side of St. Raymond's avenue, fourth house south of Zerega avenue, Westchester.
 27189. Mrs. M. Beck, to board 3 children at No. 371 East One Hundred and Forty-ninth street.
 27190. William J. Prime, to keep 2 pigs at southwest corner Gun Hill road and Aqueduct avenue.
 27191. Hugo Flaschenberg, to keep 50 chickens at No. 71 Lamport avenue.
 27192. Henrietta Furst, to keep 12 chickens at Zerega avenue, first house north of Eleventh street, Unionport.
 27193. Fred Ochner, to keep 40 pigeons at No. 350 East One Hundred and Forty-fourth street.
 27194. Bertram Smith, to keep 12 pigeons at northwest corner One Hundred and Ninety-first street and Hughes avenue.
 27268. Irving Weigert, to keep and slaughter poultry at No. 1177 East One Hundred and Thirty-fifth street.
 27269. Harry Jacobs, to keep and slaughter poultry at No. 542 Westchester avenue.

BOROUGH OF BROOKLYN.

27195. Assunta Ventura, to board 1 child at No. 2306 Atlantic avenue.
 27196. Margaret Kelly, to board 1 child at No. 222 Concord street.
 27197. Philomena Serina, to board 1 child at No. 208a Dean street.
 27198. Raphaela Papaccia, to board 1 child at No. 2118 Dean street.
 27199. Mary Orlando, to board 1 child at No. 610 Lincoln road.
 27200. Mary McKeown, to board 1 child at No. 39 Snediker avenue.
 27201. Rose Nicholson, to board 1 child at No. 234 Varet street.
 27202. Evelyn S. Wells, to board 2 children at No. 1587 Bushwick avenue.
 27203. Josei Anderson, to board 2 children at No. 149 Snediker avenue.
 27204. Annie Quinn, to board 2 children at No. 291 Union avenue.
 27205. Ellen Cummins, to board 2 children at No. 70 North Eleventh street.
 27206. Emma F. Daley, to board 3 children at No. 235 Central avenue.
 27207. Josie Bush, to board 3 children at No. 631 Grand street.
 27208. Isabella E. Lounsbury, to board 4 children at No. 1885 Dean street.
 27209. Rose Sexton, to board 4 children at Ninety-second street and Battery place.
 27210. Joseph Ferranto, to keep 1 goat at No. 137 Union avenue.
 27211. St. Joseph's Institute for Deaf Mutes, to keep beds in dormitories (118 beds) at No. 113 Buffalo avenue.
 27212. Frank B. Shea, to keep 12 pigeons at No. 341 Lexington avenue.
 27213. Aug. Runkel, to keep 10 pigeons at Nos. 761 to 765 Metropolitan avenue.
 27214. Charles Schirmeister, Jr., to keep 6 pigeons at No. 310 Ocean parkway.
 27215. Louise Kliebe, to keep 8 pigeons at No. 746 Forty-ninth street.
 27216. Charles Schmidt, to use smokehouse at No. 336 Bleecker street.

BOROUGH OF QUEENS.

27217. Mrs. Pearl Lewis, to board 2 children at No. 126 Dewey avenue, Jamaica.
 27218. Mary R. Wormsley, to board 2 children at No. 126 Dewey avenue, Jamaica.
 27219. Mrs. Nettie Combs, to board 2 children at No. 503 South street, Jamaica.
 27220. Josephine Schlegel, to board 3 children at No. 30 Lent street, Corona.
 2073. Nicholas Lott, to keep 2 cows, north side of Jamaica avenue, 150 feet east of Lott avenue, Union Course.

27221. Michael Zachmann, to keep 10 pigeons at No. 76 Donnington avenue, Woodhaven.
 27222. John Martion, to keep 30 chickens at Grand street, between Columbia and Fisk avenues, Maspeth.
 27223. Ernest Landers, to keep 25 chickens at No. 108 Locust street, Corona.
 27224. Mrs. Mary Daube, to keep 20 chickens at No. 28 Vine street, Richmond Hill.

BOROUGH OF RICHMOND.

27225. Sarah Van Pelt, to board 4 children at east side Bradley avenue, 100 feet from Willowbrook avenue, Middletown.
 2072. Franz Hauser, to keep 1 cow at west side Butcher's lane, 125 feet south of Richmond turnpike, Castleton.
 27226. Joseph Teracina, to keep 10 chickens at No. 75 Castleton avenue, West New Brighton.
 27227. John Perina, to keep 25 chickens at north side Cherry lane, 350 feet west of Barrett avenue, West Brighton.
 27228. Isaac Housman, to keep 6 chickens at No. 30 Columbia street, West Brighton.
 27229. John Murray, to keep 25 chickens at No. 45 Columbia street, West New Brighton.
 27230. Mrs. Gussie Nouvertne, to keep 6 chickens at No. 8 Elizabeth street, West New Brighton.
 27231. Laura Sleep, to keep 13 chickens at west side Fifth avenue, between Smith's lane and Richmond turnpike, Castleton Corners.
 27232. Mary A. Turner, to keep 20 chickens at No. 45 Greenleaf avenue, West Brighton.
 27233. Mrs. Mary Hoffman, to keep 25 chickens at south side Gun Factory road, fourth house east of Fields' creamery.
 27234. Carmine Stanton, to keep 15 chickens at No. 234 Jersey street, New Brighton.
 27235. George W. Gale, Sr., to keep 25 chickens at Richmond avenue and Willowbrook road, Port Richmond.
 27236. John Robinson, to keep 50 chickens at north side Rockland avenue, 500 feet from Richmond avenue, New Springville.
 27237. John W. Depuy, to keep 20 chickens at west side Vedder avenue, 140 feet west of Willowbrook avenue, Graniteville.

Report of application for store and wagon permits for the sale and delivery of milk in The City of New York.

On motion, it was

Resolved, That the following permits for the sale and delivery of milk in The City of New York be and the same are hereby granted.

BOROUGH OF MANHATTAN.

Stores.

No. 5069. John F. C. Riese, Fifty-sixth street and Sixth avenue.
 157. Dora Gottfried, No. 527 East Thirteenth street.
 1011. Russo Bros., No. 753 Amsterdam avenue.
 1012. Anthony De Palma, No. 125 Mulberry street.
 1168. Isreal Golodner, No. 368 West One Hundred and Twenty-sixth street.
 1450. Mrs. Henry Baab, No. 1853 First avenue.
 1485. Jacob Leibowitz, No. 215 East One Hundred and Third street.
 1683. Harry Brodsky, No. 265 Audubon avenue.
 1704. Samuel Dickert, No. 132 Avenue D.
 1747. Charles Em, No. 407 East Fourteenth street.
 1771. Ignazio Abruzzo, No. 60 Elizabeth street.
 1778. Giuseppe Tripedi, No. 8 Prince street.
 1822. Joseph Rothfeld, No. 1051 Second avenue.
 1854. Bernard Palmiere, No. 413 West Forty-first street.
 1855. Carl Ackenhausen, No. 68 West One Hundred and Sixth street.
 1860. Abraham Edelman, No. 11 West One Hundred and Thirty-seventh street.
 1861. Wm. O'Dell, No. 221 West One Hundred and Forty-second street.
 1881. Wm. Langeman, No. 436 East Sixty-seventh street.
 1898. Evan Willoughby, No. 15 West One Hundred and Thirty-third street.
 1927. Nathan Ziskin, No. 235 West Eighty-fourth street.
 2219. Michael Horowitz, No. 343 East Thirty-first street.
 2243. Paul Baldessano, No. 187 Elizabeth street.
 2301. Morris Blum, No. 413 East Eighty-fourth street.
 2403. Fredericka Seppel, No. 300½ East Forty-fourth street.
 2680. Barnet Felanman, No. 141 Orchard street.
 2763. Hanna Horowitz, No. 144 Ludlow street.
 3047. Bessie Beck, No. 28 Clinton street.
 3084. Fred Nachber, No. 1014 Second avenue.
 3331. Joseph Willner, No. 1383 St. Nicholas avenue.
 3437. Fred Reule, No. 2526 Seventh avenue.
 3493. Leon Smafsky, No. 314 Broome street.
 3622. Harris Mell, No. 258 Cherry street.
 3743. John Dwyer, No. 207 East Seventy-sixth street.
 4466. David Landa, No. 386 East Tenth street.
 4559. Isaac Rashap, No. 162 Henry street.
 4653. Pellegrino Grosso, No. 19 Grand street.
 4763. Echo Farm Dairy Company, No. 112 West Fortieth street.
 7095. David Killian, No. 428 East Sixteenth street.
 8487. Moritz Blumberg, No. 16 Clinton street.
 9048. Joseph Vella, No. 246 Elizabeth street.
 9679. Morris Friedman, No. 410 Cherry street.
 9877. E. Feller & Tribonowitz, No. 129 Clinton street.
 10268. Max Paulenaff, No. 165 Attorney street.
 10854. Isaac Goldstein, No. 58 Columbia street.
 11614. Louis Kalish, No. 1189 Second avenue.
 11637. Joseph Rosenfeldt, No. 112 Third street.
 12251. Gluck & Klier, No. 608 East Thirteenth street.

Wagons.

1210. Echo Farm Dairy Company, No. 112 West Fortieth street.
 1211. Echo Farm Dairy Company, No. 112 West Fortieth street.
 1212. Echo Farm Dairy Company, No. 112 West Fortieth street.
 1311. Peter Hartmann, No. 508 East Seventy-ninth street.
 2113. Samuel Axelroad & Co., No. 55 Pike street.

BOROUGH OF THE BRONX.

Stores.

867. August Goebelmann & Co., No. 298 St. Ann's avenue.
 2535. Emma Wagner, No. 744 East One Hundred and Thirty-eighth street.
 2536. Dora Bohle, No. 779 Courtlandt avenue.
 2537. Max Koch, No. 754 East One Hundred and Sixty-fifth street.
 2538. Frederick C. G. Reinert, No. 804 East One Hundred and Sixty-fifth street.
 2539. Jennie Tesler, No. 530 Wendorf avenue.
 2540. Samuel Gelberg, No. 3872 Third avenue.
 2541. Leo C. Schmitt, No. 637 East One Hundred and Eighty-third street.
 2542. Abraham Mellman, No. 583 East One Hundred and Thirty-eighth street.

BOROUGH OF BROOKLYN.

Stores.

16572. N. & R. Gjeruldsen, No. 561 Clinton street.
 16585. Vincent Kulosh, No. 67 North Seventh street.
 16576. Philip Dophelewsky, No. 500 Vermont street.
 16584. Samuel Dehrer, No. 555 Hendrix street.
 16597. Abraham Bernstein, No. 437 Vermont street.
 16601. George F. Fick, No. 629 Grand avenue.
 16612. Nathan Rothman, No. 434 Bradford street.
 16625. Neuberger & Dickman, Nos. 307 and 309 Throop avenue.
 16573. Jacob Simming, No. 1771 Prospect place.
 16616. James Dunlop, No. 476 Third avenue.
 16619. Henry Voss, No. 2036 Fulton street.
 16621. Louis Zobel, No. 417 Seventh avenue.

16602. Joseph Gilinsky, No. 152 Maujer street.
 16604. Frank Balchaitis, No. 260 Humboldt street.
 16607. Lewis Packer, No. 206 Sackman street.
 16609. Adam J. Heller, No. 106 Stockton street.
 16618. Minnie Blum, No. 163 Rockaway avenue.
 16596. Betty Brettler, No. 114 Hopkins street.
 16599. Frank Basile, No. 85 Skillman street.
 16600. August Wenz, No. 64 Johnson street.
 16603. Antoine Klimaszewski, No. 296 Water street.
 16611. Frank Beck, No. 38 Bond street.
 16615. Galewitz & Pearlman, Nos. 870 and 872 Myrtle avenue.
 16587. Max Nathanson, No. 411 South Fifth street.
 16579. Abraham Smorodin, No. 1000 Myrtle avenue.
 16577. Charles Simonson, No. 1889 Douglass street.
 16581. Harris Cohen, No. 90 Ames street.
 16593. Joseph Goldstein, No. 224 Powell street.
 16590. Louis Nielsen, No. 223 Smith street.
 16591. Fred Gasau, No. 384 Pacific street.
 16536. Alexander Finkelstein, No. 188 Christopher avenue.
 16552. Samuel Setlow, No. 26 Thatford avenue.
 16554. Benjamin Morgenstein, No. 1745 Eighty-fourth street.
 16558. Charles Becker, No. 369 Sackman street.
 16560. Harry Liboosky, No. 95 Scholes street.
 16563. Abraham Dinin, No. 167 Boerum street.
 16564. Serge Semon, No. 163 Java street.
 16569. Isaac Levy, No. 204 South First street.
 16571. Henry J. Muller, No. 494 Henry street.

Wagons.

3340. Doughty & Meyer, No. 160 Fifth avenue.
 3342. Joseph Wolf, No. 464 Powell street.
 3343. McDermott Dairy Company, Pacific street and Flatbush avenue.

BOROUGH OF QUEENS.

Wagons.

991. Morris Mintzer, Astoria road near Maurice avenue, Maspeth.
 992. James Kilgallon, No. 74 Cherry street, Brooklyn Hills.
 993. Henry Beyer, Clinton place and Maiden lane, Maspeth.

Stores

1121. Adolph Nissen, No. 14 Yale avenue, Glendale.
 1139. Charles H. Schlobohm, No. 332 Covert avenue, Ridgewood.
 1143. Herman Turk, No. 1491 Metropolitan avenue, Metropolitan.
 1147. Louis Deitsch, James place and Woodward avenue, East Williamsburg.
 1150. Bernhard Bauer, No. 376 Hopkins avenue, Long Island City.
 1152. Lustig & Seidner, No. 305 Jackson avenue, Long Island City.
 1157. Borges Bros., Fourth street and Howell avenue, Woodside.
 1159. Gus. Robertson, No. 41 Greenpoint avenue, Woodside.
 1162. Joseph Sibek, No. 8 Forest street, Winfield.

BOROUGH OF RICHMOND.

Stores

431. Rasch Olsen, Canal street near Cedar street, Stapleton.
 324. Fred Kimer, No. 344 Bay street, Stapleton.

Wagons.

50. Arthur P. Zeluff, No. 114 Jewett avenue.

On motion, it was

Resolved, That permits be and are hereby denied as follows:

BOROUGH OF MANHATTAN.

No. 12870. Hyman Shikowitz, to sell milk at No. 176 Monroe street.
 12871. Solowey Bros., to sell milk at No. 1105 Second avenue.
 12872. Aaron Gruisberg, to sell milk at No. 61 Jefferson street.
 12873. Michael Hofstetter, to sell milk at No. 1325 First avenue.
 12874. Max Sternick, to sell milk at No. 1280 Third avenue.
 12875. Mary Butcher, to sell milk at No. 215 East Seventy-third street.
 12876. John Labarca, to sell milk at No. 260 Elizabeth street.
 12877. Jacob Merson, to sell milk at No. 315 Fifth street.
 12878. Louis Nasufer, to sell milk at No. 210 East Tenth street.
 12879. Henry Schaefer, to sell milk at No. 716 Fifth street.
 12880. Philip Richman, to sell milk at No. 177 Norfolk street.
 12881. Harry Cohen, to sell milk at No. 305 East One Hundred and Second street.
 12882. Samuel Schwartz, to sell milk at No. 168 Chrystie street.
 12883. Jacob Mermelstein, to sell milk at No. 189 Third street.
 12884. Isaac Schussler, to sell milk at No. 739 Fifth street.
 12885. Schwartz & Wurzel, to sell milk at No. 84 Willett street.
 12886. Harris Ransnik, to sell milk at No. 130 Suffolk street.
 12887. Jacob Kaplan, to sell milk at Nos. 81 and 83 Orchard street.
 12888. Tillie Melman, to sell milk at No. 173 Eldridge street.
 12889. Joseph Alter, to sell milk at No. 92 Willett street.
 12890. Clara Konitz, to sell milk at No. 182 Stanton street.
 12891. Chas. Linetzky, to sell milk at No. 161 Ludlow street.
 12892. Vincenzo Martino, to sell milk at No. 194 Chrystie street.
 12893. Mary Schwartz, to sell milk at No. 120 East Fourth street.
 12894. Jos. Meiselman, to sell milk at No. 466 East Tenth street.
 12895. Peter Klotowski, to sell milk at No. 941 First avenue.
 12896. Samuel Feig, to sell milk at No. 426 East Fifth street.
 12897. Harry Rosenkranz, to sell milk at No. 218 Second street.
 12898. Isaac Leibowitz, to sell milk at No. 402 East Tenth street.
 12899. Matthew Buono, to sell milk at No. 429 East Fourteenth street.
 12900. Carmine Cirillo, to sell milk at No. 513 East Fifteenth street.
 12901. John Campo, to sell milk at No. 73 Elizabeth street.
 12902. John Schepis, to sell milk at No. 516 East Sixteenth street.
 12903. Salvatore Micci, to sell milk at No. 606 East Fifteenth street.
 12904. Louis Pomerantz, to sell milk at No. 289 Avenue B.
 12905. Julius Banko, to sell milk at No. 790 Second avenue.
 12906. Geo. Millian, to sell milk at No. 2089 Amsterdam avenue.
 12907. Frank Quagliatti, to sell milk at No. 239 East Fortieth street.
 12908. Giuseppe Damato, to sell milk at No. 325 East Thirty-fourth street.
 12909. Bernard Finkelstein, to sell milk at No. 311 East One Hundred and Second street.
 12910. Wm. Zucker, to sell milk at No. 54 Sheriff street.
 12911. Louis Fastlich, to sell milk at No. 308 Rivington street.
 12912. Enrico Baglio, to sell milk at No. 416 East One Hundred and First street.
 12913. Nathan Bubrowitz, to sell milk at No. 69 Jackson street.
 12914. Sarah Stern, to sell milk at No. 308 East Sixty-second street.
 12915. John Fortuni, to sell milk at No. 223 East Seventy-third street.
 12916. Morris Neumann, to sell milk at No. 551 West One Hundred and Twenty-fifth street.
 12917. Thos. J. Healey, to sell milk at No. 1714 Second avenue.
 12918. Daniel Reeves, to sell milk at No. 1378 St. Nicholas avenue.
 12919. James Tratt, to sell milk at No. 411 West Forty-first street.
 12920. Hannah Horowitz, to sell milk at No. 144 Ludlow street.
 12921. Barnett Millstein, to sell milk at No. 389 Cherry street.
 12922. Frank Pallaccia, to sell milk at No. 730 Second avenue.
 12999. Sanna Company, to sell milk at No. 209 Hester street.
 12923. Joseph Herbert, to keep birds and small animals for sale at No. 106 Mott street.
 12924. Filomena Nardona, to board 1 child at No. 121 Mott street.
 12925. Kassoff & Son, to sell live poultry (in crates only) at No. 30 Jay street.
 12926. John Marion, to buy and sell live poultry at No. 141 West Third street.

BOROUGH OF THE BRONX.

12927. Joseph Gastia, to keep 20 chickens at No. 1846 Bathgate avenue.
 12928. Joseph Gustia, to keep 25 chickens at No. 1846 Bathgate avenue.

12929. Lina Gass, to keep 25 chickens at No. 1225 Intervale avenue.
 12930. Giovannina Di Comil, to keep 25 chickens at No. 2974 Park avenue.
 12931. Alfonzo De Salvo, to keep 15 chickens at south side of Zerega avenue, first house east of Castle Hill avenue.
 12932. Thomas Ligouri, to keep 15 chickens at No. 761 East One Hundred and Thirty-third street.
 12933. Antonetta Ligouri, to keep 12 chickens at No. 761 East One Hundred and Thirty-third street.
 12934. Walter R. Brey, to keep 9 chickens at No. 423 East One Hundred and Seventy-ninth street.

BOROUGH OF BROOKLYN.

12935. Samuel Dehrteron, to sell milk at No. 555 Henry street.
 12936. Jos. Jacobson, to sell milk at No. 1965 Bergen street.
 12937. Leonard Gutby, to sell milk at No. 1001 Third avenue.
 12938. Cordes & Braesch, to sell milk at No. 699 Glenmore avenue.

12939. Loretta Crankshaw, to sell milk at No. 869 Third avenue.
 12940. Otto Peters, to sell milk at No. 6916 Third avenue.

12941. Josephine Oliver, to sell milk at No. 66 Ryerson street.
 12942. Gottlieb Mozer, to sell milk at No. 395 Fifth avenue.

12943. Isaac Rosen, to sell milk at No. 102 Ames street.
 12944. Isidor Augenstein, to sell milk at No. 45 Scholes street.

12945. James Tucci, to sell milk at No. 818 Kent avenue.
 12946. Herman Berlin, to sell milk at No. 41 Meeker avenue.

12947. Joseph Gilinsky, to sell milk at No. 152 Maujer street.
 12948. Frank S. Freda, to sell milk at No. 65 Nostrand avenue.

12949. Herman Gerken, to sell milk at No. 493 Seventh avenue.
 12950. Benjamin Friedman, to sell milk at No. 376 Sutter avenue.

12951. Max Fabricant, to sell milk at No. 29 Bristol street.
 12952. Isidor Lasky, to sell milk at No. 191 Osborn street.

12953. Bernhard Schwartz, to sell milk at No. 85 Bartlett street.
 12954. Herman Youdelman, to sell milk at No. 891 DeKalb avenue.

12955. Reuben M. Cohen, to sell milk at No. 578 Blake avenue.
 12956. Benjamin Letowsky, to sell milk at No. 247 Moore street.

12957. Jacob Bregman, to sell milk at No. 515 Stone avenue.
 12958. Annie Alperstein, to sell milk at No. 381 Fort Hamilton avenue.

12959. Wm. A. Harnisch, to sell milk at No. 7307 Third avenue.
 12960. Shapiro & Kletsky, to sell milk at No. 2056 Bath avenue.

12961. Nathan Weisman, to sell milk at No. 522 Vermont avenue.
 12962. Geo. S. Rueyes, to sell milk at No. 91 Atlantic avenue.

12963. Edward Kleese, to sell milk at No. 7208 Third avenue.
 12964. Louis Gold, to sell milk at No. 29 Belmont avenue.

12965. Louis Gold, to sell milk at No. 51 Morrell street.
 12966. Handman & Markowitz, to sell milk at No. 590 Bushwick avenue.

12967. Costenzo Mongiorgsina, to sell milk at No. 229 Johnson avenue.
 12968. Louis Katz, to sell milk at Nos. 834 and 836 Myrtle avenue.

12969. Bernhard Robinson, to sell milk at Nos. 910 and 912 Myrtle avenue.
 12970. Herman Gerken, to sell milk at No. 493 Seventh avenue.

12971. Hyman Spram, to sell milk at No. 39 Summer avenue.
 12972. Herman Moskowitz, to sell milk at No. 479 Vanderbilt avenue.

12973. Michael J. Hannon, to sell milk at No. 1098 Bedford avenue.
 12974. David Guderman, to sell milk at No. 546 Sutter avenue.

12975. Joseph Taub, to sell milk at No. 547 Sutter avenue.
 12976. Aaron Zevin, to sell milk at No. 360 Chester street.

12977. Stein & Gelinsky, to sell milk at No. 272 South Ninth street.
 12978. Samuel Almour, to sell milk at No. 68 Tompkins avenue.

12979. Morris Friedman, to sell milk at No. 305 Wyckoff avenue.
 12980. Jacob Bloom, to sell milk at No. 878 Myrtle avenue.

12981. Harris Feltman, to sell milk at No. 323 Sackman street.
 12982. Archer Brothers, to sell milk at No. 173 Albany avenue.

12983. Isaac Schwartz, to sell milk at No. 109 Thatford avenue.
 12984. Lawrence Siegler, to sell milk at No. 141 Leonard street.

12985. Barka Packer, to sell milk at No. 43 Thatford avenue.
 12986. Otto Kramer, to sell milk at No. 118 Albany avenue.

12987. Abraham Weinstein, to sell milk at No. 1427 St. Mark's avenue.
 12988. Morris Elemanowitz, to sell milk at No. 296 South Fourth street.

12989. Fred Pellecchio, to sell milk at No. 592 Union street.
 12990. Aaron Mates, to sell milk at No. 171 Hopkins street.

12991. Minsky & Maistrof, to sell milk at No. 111 Thatford avenue.
 12992. Nicolo Cilandano, to sell milk at No. 205 Prospect street.

12993. Wm. C. Hoffman, to keep live poultry for sale at No. 1022 Wallabout Market.
 12994. Thomas Pritchard, to keep 4 chickens at No. 225 Calyer street.

BOROUGH OF QUEENS.

12995. Henry Linnemeyer, to sell milk at No. 283 Fairview avenue, Ridgewood.
 12996. Henry Ohlmann, to sell milk at No. 30 Nurge street, Maspeth.
 12997. Tony Deluca, to sell milk at No. 167 Vernon avenue, Long Island City.
 12998. Mrs. John Straka, to keep 20 chickens at No. 81 Elm street, Long Island City.

On motion, it was

Resolved, That the following permits be and are hereby revoked:

BOROUGH OF MANHATTAN.

No. 157. S. Guttman, to sell milk at No. 527 East Thirteenth street.
 1011. Biagio Leto, to sell milk at No. 230 Chrystie street.
 1012. Sabato Capo, to sell milk at No. 125 Mulberry street.
 1168. Mrs. Kempler, to sell milk at No. 368 West One Hundred and Twenty-sixth street.
 1450. Nellis Stemlauf, to sell milk at No. 1853 First avenue.
 1485. Jacob Leibowitz, to sell milk at No. 636 East Eleventh street.
 1683. Gedalia Spring, to sell milk at No. 2179 Eighth avenue.
 1704. Ray Zuckerman, to sell milk at No. 424 East Eighty-second street.
 1747. Thomas McAllen, to sell milk at No. 323 East Forty-eighth street.
 1771. P. Rao & Brother, to sell milk at No. 329 East One Hundred and Seventh street.
 1778. Samuel Blou, to sell milk at No. 724 East Ninth street.
 1822. Herman Weidhimer, to sell milk at No. 536 West Forty-seventh street.
 1854. John Gerber, to sell milk at No. 470 Amsterdam avenue.
 1855. Samuel Feig, to sell milk at No. 437 East Fifth street.
 1860. Fred Thome, to sell milk at No. 539 West Fiftieth street.
 1861. A. F. Skelley, to sell milk at No. 120 West One Hundred and Thirty-fifth street.
 1881. Tony Lignori, to sell milk at No. 238 Mott street.
 1898. Rosa Glassberg, to sell milk at No. 1363 First avenue.
 1927. Mary Mazzucca, to sell milk at No. 334 East One Hundred and Fifteenth street.
 2219. Barney Horowitz, to sell milk at No. 343 East Thirty-first street.
 2243. Thomas Livoti, to sell milk at No. 187 Elizabeth street.
 2301. Gedal Gordon, to sell milk at No. 413 East Eighty-fourth street.
 2403. Charles H. Sippel, to sell milk at No. 300½ East Forty-fourth street.
 2680. Sam Snow, to sell milk at No. 141 Orchard street.
 2763. Hanina Horowitz, to sell milk at No. 233 East Fourth street.
 3047. Samuel Grossman, to sell milk at No. 28 Clinton street.
 3084. Chas. Cirvenka, to sell milk at No. 1014 Second avenue.
 3331. Louis Winterholter, to sell milk at No. 1383 St. Nicholas avenue.
 3437. Fred Reule, to sell milk at No. 2265 Seventh avenue.
 3463. Joel Guisburg, to sell milk at No. 314 Broome street.
 3622. Wm. Werblood, to sell milk at No. 258 Cherry street.
 3743. Nellie Curry, to sell milk at No. 207 East Seventy-sixth street.
 4466. David Graess,

9877. Aaron Mattes, to sell milk at No. 129 Clinton street.
 10268. Morris Fartgan, to sell milk at No. 165 Attorney street.
 10854. Max Kaufman, to sell milk at No. 58 Columbia street.
 11614. Annie Weingarten, to sell milk at No. 1189 Second avenue.
 11637. J. Hausman, to sell milk at No. 112 Third street.
 12251. Max Gluck, to sell milk at No. 608 East Thirteenth street.
 1210. Echo Farms Company, to sell milk at No. 112 West Fortieth street.
 1211. Echo Farms Company, to sell milk at No. 112 West Fortieth street.
 1212. Echo Farms Company, to sell milk at No. 112 West Fortieth street.
 1311. Wm. G. Surman, to sell milk at No. 509 West Twentieth street.
 2113. Wm. G. Surman, to sell milk at No. 509 West Twentieth street.
 143. Christina Ludewig, to sell milk at No. 413 East Seventeenth street.
 429. Hy. Bergman, to sell milk at No. 637 East One Hundred and Thirty-ninth street.
 654. John Damatonsky, to sell milk at No. 742 East Ninth street.
 943. Joseph Gallo, to sell milk at No. 626 East Fourteenth street.
 1554. Anna Urbanek, to sell milk at No. 210 Avenue C.
 3188. Louis Seiger, to sell milk at No. 522 East Thirteenth street.
 3707. Haig Ellian, to sell milk at No. 342 West Thirty-seventh street.
 3611. Rubin Werblow, to sell milk at No. 240 East One Hundred and Tenth street.
 4695. William Zimmer, to sell milk at No. 402 East Twelfth street.
 5074. Joseph Arro, to sell milk at No. 314 East One Hundred and Seventh street.
 5440. Israel Tomases, to sell milk at No. 159 Second street.
 5867. Rudolph Marcus, to sell milk at No. 210 Avenue B.
 6105. Abe Kunin, to sell milk at No. 431 East Sixteenth street.
 6404. Ellen Nolan, to sell milk at No. 337 West Thirty-seventh street.
 6963. Mary Ferera, to sell milk at No. 422 East Eleventh street.
 7720. Giuseppe Zaccaro, to sell milk at No. 420 East Eleventh street.
 8377. Michael Lojolfin, to sell milk at No. 511 East Fifteenth street.
 8571. Mary Tempel, to sell milk at No. 513 East Sixteenth street.
 9670. Mandel Seirowitz, to sell milk at No. 526 East Thirteenth street.
 10637. John A. Maurer, to sell milk at No. 610 East Seventeenth street.
 10654. Nicola Patti, to sell milk at No. 434 East Eleventh street.
 10860. Mary Montano, to sell milk at No. 517 East Fourteenth street.
 11026. P. Balistrine, to sell milk at No. 437 East Twelfth street.
 11232. Gattano Rettino, to sell milk at No. 506 East Fourteenth street.
 11342. John Jacobowsky, to sell milk at No. 431 East Fifteenth street.
 12073. Margaret Matranga, to sell milk at No. 329 East One Hundred and Ninth street.
 12096. Morris Kretzger, to sell milk at No. 642 East Eleventh street.
 1134. Joseph De Angelo, to sell milk at No. 419 East Eighteenth street.
 1556. Morris Berman, to sell milk at No. 249 East Thirteenth street.
 1565. Morris Haupt, to sell milk at No. 609 East Twelfth street.
 2187. Giuseppe Reale, to sell milk at No. 524 East Fourteenth street.
 2522. Yazian & Co., to sell milk at No. 439 West Thirty-seventh street.
 2603. Mazella Brothers, to sell milk at No. 636 East Thirteenth street.
 2630. Louis Epstein, to sell milk at No. 334 East Fifth street.
 2978. Bernard Unterman, to sell milk at No. 713 East Ninth street.
 3412. Joseph Frank, to sell milk at No. 520 East Fourteenth street.
 3735. Charles Rain, to sell milk at No. 507 East Thirteenth street.
 4063. Antonio Carluccio, to sell milk at No. 127 Sullivan street.
 4845. Magenheim Brothers, to sell milk at Nos. 53 and 55 West One Hundred and Thirty-fifth street.
 5766. Vincenzo Marchisotto, to sell milk at No. 633 East Thirteenth street.
 5879. W. N. Petriño, to sell milk at No. 145 Sullivan street.
 8146. Vito D. Ambrose, to sell milk at No. 324 East Twenty-second street.
 8288. Giuseppe Tozzi, to sell milk at No. 85 Chrystie street.
 8544. Jacob Israel, to sell milk at No. 64 East One Hundred and Tenth street.
 9353. Vincenzo Cafaro, to sell milk at No. 419 East One Hundred and Fourteenth street.
 4064. Armedio D'Americo, to sell milk at No. 315 East One Hundred and Ninth street.
 23760. Mrs. N. O'Brien, to board children at No. 265 Avenue A.
 25045. Mrs. Michael Jaeger, to board children at No. 318 East Fourteenth street.
 20211. Mamie Webber, to board children at No. 431 East Fourteenth street.
 19782. Mrs. W. Hanehan, to board children at No. 405 East Sixteenth street.
 25046. Mrs. Nellie Devine, to board children at No. 402 East Twenty-fourth street.
 22559. Mrs. Kate Vollmer, to board children at No. 203 East Thirty-third street.
 24843. Mary Balencie, to board children at No. 217 East Thirty-third street.
 24400. Mary J. Fanning, to board children at No. 208 East Thirty-fourth street.
 18703. Ellen O'Reilly, to board children at No. 301 East Sixty-ninth street.
 21547. Carrie Page, to board children at No. 135 East One Hundred and Tenth street.
 24073. Mrs. Eliza Geraty, to board children at No. 155 East One Hundred and Tenth street.
 20930. Elizabeth Cavanagh, to board children at No. 166 East One Hundred and Tenth street.
 24147. Philomena Ferrado, to board children at Nos. 204 to 208 East One Hundred and Twelfth street.
 19118. Carolina Cistano, to board children at No. 309 East One Hundred and Twelfth street.
 23551. Philomena S. Deserio, to board children at No. 318 East One Hundred and Twelfth street.
 25237. Caterina Provenzano, to board children at No. 329 East One Hundred and Twelfth street.
 26086. Mrs. Petrucci, to board children at No. 359 East One Hundred and Twelfth street.
 23268. Maria L. Ralph, to board children at No. 87 East One Hundred and Fourteenth street.
 26528. Giovanna La Senna, to board children at No. 255 Elizabeth street.
 24728. Providenza Coetese, to board children at No. 13 Hamilton street.
 26263. Angela Molinelli, to board children at No. 13 Hamilton street.
 23878. Angelina Deorio, to board children at No. 297 Mott street.
 26664. Martina Napolitana, to board children at No. 130 Mulberry street.
 18670. Kate Hargous, to board children at No. 1129 Second avenue.
 25049. Mary Webb, to board children at No. 304 West One Hundred and Fifty-second street.
 26077. Philomena Mazza, to board children at No. 233 East One Hundred and Eleventh street.
 26231. Nettie Heydorn, to board children at No. 252 West One Hundred and Forty-third street.
 13693. Gustav A. Reiss, to use smoke house at No. 617 Ninth avenue.
 15953. Moses Hochberg, to stable horses in cellar at No. 66 Clinton street.

BOROUGH OF THE BRONX.

294. Henry Nusback, to sell milk at No. 298 St. Ann's avenue.
 867. Died. Goebelmann, to sell milk at No. 298 St. Ann's avenue.
 1642. Jacob Glasser, to sell milk at No. 1852 Bathgate avenue.
 2437. Sam. Panesh, to sell milk at No. 850 East One Hundred and Fifty-sixth street.
 1225. Herman Reinheimer, to sell milk at Briggs street, east of Fourth avenue.
 Williamsbridge.

BOROUGH OF BROOKLYN.

24523. Carolyn Ferraro, to board 1 child at No. 247 North Eighth street.
 25066. Maria Milone, to board 1 child at No. 246 North Sixth street.
 25023. Maria Cuprino, to board 1 child at No. 521 Midwood street.
 26313. Mrs. Bonovito, to board 1 child at No. 521 Lincoln road.
 25562. Josie Santore, to board 1 child at No. 19 Jackson street.
 24960. Mrs. C. Binns, to board 1 child at No. 101 Havemeyer street.
 26747. Elizabeth Pinkerton, to board 2 children at No. 562 Seventh avenue.
 26847. St. Joseph's Institute for Deaf Mutes, to use beds in dormitories (109 beds), No. 219 Buffalo avenue.

BOROUGH OF QUEENS.

706. Harry Joseph, to sell milk at No. 122 Rockaway road, Jamaica.
 709. Levine & Marlow, to sell milk at No. 127 Rockaway road, Jamaica.
 926. Theo. Marofski, to sell milk at No. 130 Rockaway road, Jamaica.

629. Morris Seigel, to sell milk at Rockaway road, Jamaica.
 260. Maurice Seigel, to sell milk at Rockaway road, Jamaica.
 632. Wm. Hludznski, to sell milk at Rockaway road, Jamaica.
 207. August Kischler, to sell milk at Rockaway road, Jamaica.
 408. S. H. Goldschmidt, to sell milk at Second avenue, Long Island City.
 335. Mrs. Hartman, to sell milk at Second avenue, College Point.
 837. Wilhelm Peters, to sell milk at No. 284 Second avenue, Long Island City.
 210. Edward Fetzner, to sell milk at No. 186 Second avenue, Long Island City.
 311. John Platt, to sell milk at Rockaway road and Welcome place, Ozone Park.
 543. Mary Dillman, to sell milk at Rapelyea avenue, Long Island City.
 112. T. P. Ryan, to sell milk at School street and Skillman avenue, Long Island City.
 351. Jos. Spinler, to sell milk at School street and Skillman avenue, Long Island City.

BOROUGH OF RICHMOND.

Wagon.

19. T. G. Taylor Milk and Cream Company, to sell milk at No. 16 Griffin street, Middletown.
 1. T. G. Taylor Milk and Cream Company, to sell milk at No. 16 Griffin street, Middletown.
 2. T. G. Taylor Milk and Cream Company, to sell milk at No. 16 Griffin street, Middletown.
 3. T. G. Taylor Milk and Cream Company, to sell milk at No. 16 Griffin street, Middletown.
 4. T. G. Taylor Milk and Cream Company, to sell milk at No. 16 Griffin street, Middletown.
 5. T. G. Taylor Milk and Cream Company, to sell milk at No. 16 Griffin street, Middletown.
 6. T. G. Taylor Milk and Cream Company, to sell milk at No. 16 Griffin street, Middletown.
 7. T. G. Taylor Milk and Cream Company, to sell milk at No. 16 Griffin street, Middletown.
 36. T. G. Taylor Milk and Cream Company, to sell milk at No. 16 Griffin street, Middletown.
 37. T. G. Taylor Milk and Cream Company, to sell milk at No. 16 Griffin street, Middletown.
 38. T. G. Taylor Milk and Cream Company, to sell milk at No. 16 Griffin street, Middletown.
 157. T. G. Taylor Milk and Cream Company, to sell milk at No. 16 Griffin street, Middletown.
 158. T. G. Taylor Milk and Cream Company, to sell milk at No. 16 Griffin street, Middletown.
 160. T. G. Taylor Milk and Cream Company, to sell milk at No. 16 Griffin street, Middletown.
 161. T. G. Taylor Milk and Cream Company, to sell milk at No. 16 Griffin street, Middletown.
 162. T. G. Taylor Milk and Cream Company, to sell milk at No. 16 Griffin street, Middletown.
 163. T. G. Taylor Milk and Cream Company, to sell milk at No. 16 Griffin street, Middletown.
 171. T. G. Taylor Milk and Cream Company, to sell milk at No. 16 Griffin street, Middletown.
 172. T. G. Taylor Milk and Cream Company, to sell milk at No. 16 Griffin street, Middletown.
 173. T. G. Taylor Milk and Cream Company, to sell milk at No. 16 Griffin street, Middletown.
 174. T. G. Taylor Milk and Cream Company, to sell milk at No. 16 Griffin street, Middletown.

Sixth—Reports on applications for relief from orders.

On motion, it was

Resolved, That the following orders be extended, modified or rescinded, as follows:

BOROUGH OF MANHATTAN.

No.
 11902. Constable Hook, N. J.: extended until December 1, 1907.
 13753. No. 67 East Ninety-eighth street: extended until January 1, 1908.

BOROUGH OF RICHMOND.

2401. West side Willowbrook avenue, about 300 feet south of Cherry lane, Graniteville, was modified so as not to require the enforcement of items 2, 3 and 5.
 2410. West side Willowbrook avenue, about 250 feet north of Vedder avenue, Graniteville, was modified so as not to require the enforcement of items 1, 2, 3, 4 and 6.
 2425. West side Willowbrook avenue, about 125 feet south of Vedder avenue, Graniteville, was modified so as not to require the enforcement of items 2, 3 and 5.
 2433. South side Watchogue road, about 1,000 feet west of Willowbrook avenue, Graniteville, was modified so as not to require at this time the enforcement of those portions of the order relative to manure stable and liquid waste.
 2444. South side Watchogue road, about 850 feet west of Willowbrook road, Graniteville, was modified so as not to require at this time the enforcement of items 1, 2, 4, 6 and 7.
 2446. North side Watchogue road, about 750 feet west of Willowbrook avenue, Graniteville, Staten Island, was modified so as not to require at this time the enforcement of items 2, 3, 4 and 5 of this order.
 2451. About 750 feet west of Willowbrook avenue; Willowbrook avenue, about 475 feet south of Watchogue road, Graniteville, was modified so as not to require the enforcement of items 1, 3, 4 and 5.
 2453. West side Richmond avenue, at intersection of David place, Graniteville, was modified so as not to require at this time the enforcement of items 1, 2, 3, 5 and 6.
 2461. Northeast corner Richmond avenue and Sumner street, Graniteville, was modified so as not to require the enforcement of items 1, 3 and 4.
 2468. South side Sumner street, about 100 feet east of Livingston avenue, Graniteville, was modified so as not to require the enforcement of items 2, 3, 4 and 5.
 2477. South side Forest street, about 125 feet west of Richmond avenue, Bull's Head, was modified so as not to require at this time the enforcement of items 1, 3, 4 and 5.
 2482. West side Richmond avenue, about 450 feet north of David place, Graniteville, was modified so as not to require at this time the enforcement of items 2, 3, 4, 5 and 6 of this order.
 2511. West side Richmond avenue, about 800 feet north of Merril avenue, was modified so as not to require the enforcement of items 1, 2, 4 and 5.
 2518. West side Richmond avenue, about 500 feet south of Pumping Station, New Springville, was modified so as not to require at this time the enforcement of items 1, 2, 4 and 5.
 2520. East side Richmond avenue, about 200 feet south of Watchogue road, Graniteville, was modified so as not to require the enforcement of items 1 and 3.
 2521. West side Richmond avenue, about 250 feet south of New Springville Pumping Station, was modified so as not to require at this time the enforcement of those portions of the order relative to disused well, liquid waste, stable and chickens.
 2531. West side Richmond avenue, about 325 feet north of Rockland avenue, New Springville, was modified so as not to require the enforcement of items 1 and 3.
 2538. East side Richmond avenue, about 450 feet south of Watchogue road, Graniteville, was modified so as not to require at this time the enforcement of that portion of orders relating to metal receptacles for liquid waste matter and manure and cementing of floor of stable.
 2540. West side Richmond avenue, about 475 feet north of Rockland avenue, New Springville, was modified so as not to require the enforcement at this time of items 1, 2 and 4.

2561. West side Richmond road, at intersection of Rockland avenue, Springville, was modified so as not to require at this time the enforcement of items 1, 2, 4 and 5.
 2580. Southeast corner Rockland avenue and Richmond road, Springville, was modified so as not to require at this time the enforcement of items 1, 3, 4 and 5.
 2582. East side Richmond road, about 500 feet south of Rockland avenue, Springville, was modified so as not to require at this time the enforcement of items 1, 3 and 4.
 2586. West side Richmond road, about 100 feet north of Rockland avenue, Springville, was modified so as not to require the enforcement of item 2.
 2592. North side Watchogue road, 500 feet east of Fiske avenue, Castleton Corners: extended until December 21, 1907.
 2817. South side Richmond turnpike, about 175 feet west of Manor road, Castleton Corners, was modified so as not to require at this time the enforcement of item 1.
 2823. West side Watchogue road, first house north of Richmond turnpike, was modified so as not to require at this time the enforcement of the portions relating to cesspool, stable, manure and the keeping of pigs.
 2832. Southwest corner Wheeler avenue and Richmond turnpike, Castleton Corners, was modified so as not to require the enforcement of items 2 and 3.
 2857. Southeast corner Richmond turnpike and Manor road, Castleton Corners, was modified so as not to require at this time the enforcement of items 3 and 4.
 2907. West side Richmond turnpike, opposite Gansevoort Boulevard, Castleton Corners, was modified so as not to require a sewer connected sink, sewer connected valley drains for stable and sewer connected water closets provided the privy vault in the yard is disinfected and cleaned and a liquid tight metal receptacle is substituted for same.

BOROUGH OF MANHATTAN.

No.
 11721. No. 36 Bond street.
 12511. No. 73 Elizabeth street.
 12640. No. 31 East Twelfth street.
 12712. No. 158 East Broadway.
 13163. No. 1459 Third avenue.
 13476. Nos. 212 to 248 East One Hundred and First street.
 13544. No. 133 Cannon street.
 13739. No. 239 Central Park West.
 13856. No. 715 First avenue.
 13869. No. 1775 Amsterdam avenue.
 13990. No. 2623 Eighth avenue.

BOROUGH OF THE BRONX.

2670. No. 2722 Third avenue.

BOROUGH OF BROOKLYN.

6051. No. 107 Twenty-first street.
 6052. No. 105 Twenty-first street

BOROUGH OF QUEENS.

2423. No. 36 Water street, Laurel Hill.

BOROUGH OF RICHMOND.

1943. No. 166 Jewett avenue, First Ward.
 2218. No. 117 Columbia street, West Brighton.
 2335. South side Cherry lane, about 75 feet west of Marianne street, West Brighton.
 2555. North side Union avenue, about 400 feet west of Richmond road, Springville.
 Staten Island.
 2688. South side Manor road, about 700 feet west of intersection of Bradley avenue, Second Ward.

On motion, it was

Resolved, That the following applications for relief from orders be and are hereby denied:

BOROUGH OF MANHATTAN.

No.
 12410. No. 92 Vesey street.
 13255. No. 155 West Twenty-ninth street.
 13697. No. 143 Forsyth street.
 13800. No. 236 Clinton street.
 13848. No. 114 Delancey street.
 14004. No. 51 Willett street.
 14006. No. 66 Willett street.

BOROUGH OF RICHMOND.

2304. No. 166 Jewett avenue.
 2893. East side Mountain View avenue, 200 feet from Richmond turnpike, Castleton Corners.
 2384. West side Roe street, West New Brighton.
 2599. South side Washington place.
 2805. North side Josephine street.

BOROUGH OF MANHATTAN.

First—Weekly reports from the Assistant Sanitary Superintendent of the work performed in the Borough of Manhattan. Ordered on file.

Division of Inspections.

Second—Weekly reports of the Chief Inspector.
 (a) Weekly report of work performed by Sanitary Police.

Ordered on file.

(b) Report of violation of section 63 of the Sanitary Code.

The Secretary was directed to notify the persons named in said report that a repetition of the offense will be sufficient cause for the revocation of their permits.

Division of Contagious Diseases.

Third—Weekly reports of the Chief Inspector.

(a) Monthly reports of Charitable Institutions.

(b) Reports of inspections of discharged patients from Willard Parker, Reception and Riverside Hospitals.

Ordered on file.

Division of Communicable Diseases.

Fourth—Weekly report of Chief Inspector. Ordered on file.

Division of Laboratories.

Fifth—Weekly report of the Pathologist and Directors of the Chemical Research and Vaccine Laboratories. Ordered on file.

BOROUGH OF THE BRONX.

First—Weekly reports from the Assistant Sanitary Superintendent of the work performed in the Borough of The Bronx. Ordered on file.

BOROUGH OF BROOKLYN.

First—Weekly reports from the Assistant Sanitary Superintendent of the work performed in the Borough of Brooklyn. Ordered on file.

Division of Sanitary Inspection.

Second—Weekly report of the Chief Inspector.

(a) Weekly report of work performed by Sanitary Police.

Ordered on file.

Division of Contagious Diseases.

Third—Weekly report of the Chief Inspector. Ordered on file.

BOROUGH OF QUEENS.

First—Weekly reports from the Assistant Sanitary Superintendent of the work performed in the Borough of Queens. Ordered on file.

BOROUGH OF RICHMOND.

First—Weekly reports from the Assistant Sanitary Superintendent of the work performed in the Borough of Richmond. Ordered on file.

Bureau of Records.

The following communications were received from the Registrar of Records.

First—Weekly report. Ordered on file.

Second—Reports on applications to record corrected certificates.

On motion, it was

Resolved, That permission be and is hereby given to record corrected certificates relating to:

Thomas Trainor, born December 9, 1882.

Margaret M. Leonard, born May 29, 1902.

Herbert Carl Sturhahn, born July 29, 1902.

Carl Goldstein, born August 6, 1902.

Jacob Lukowsky, born April 10, 1907.

Joseph Cohen, married June 25, 1905.

David Lukowsky, married June 23, 1906.

Rosa Cusimano, died July 5, 1902.

Ellen Cogan, died June 20, 1904.

Abraham Pasternack, died January 29, 1905.

Mary Newcomb, died May 23, 1905.

Wanda Golanova, died June 22, 1906.

Isser Glodick, died August 8, 1907.

Adolph Schreiber, died September 10, 1907.

John Ricker, died October 16, 1907.

Eliza Hyde, died October 28, 1907.

Marie Pescuojock, died November 17, 1907.

Nathan Gonsher, died November 24, 1907.

Charles H. Clark, died November 29, 1907.

Nellie Haviland, died November 30, 1907.

Hersch Herschkowitz, died December 3, 1907.

Louis Vogt, died December 7, 1907.

Bessie Judge, died December 7, 1907.

Ziesal Gottlieb, died December 9, 1907.

Clarence Lory, died December 12, 1907.

Third—Reports on application to file delayed and imperfect certificates.

On motion, it was

Resolved, That the Registrar of Records be and is hereby directed to file in the volume of Delayed and Imperfect Certificates the following certificates:

Susanna P. Howell, born December 22, 1899.

Morris J. Ritterman, born September 3, 1900.

Franklyn H. Robertson, born August 15, 1900.

Abe Rosenbloom, born April 30, 1902.

Rose Scheff, born December 25, 1901.

Myer Schlomowitz, born December 25, 1900.

Flora Schonidt, born October 22, 1898.

Abraham Siegel, born February 20, 1901.

James H. Sillis, born June 24, 1901.

Catherine M. Thompson, born November 16, 1898.

Augustus D. Tremper, born August 21, 1900.

Afriam Zucker, born January 5, 1903.

Louis Zucker, born July 9, 1902.

Rosie Advocat, born December 13, 1901.

Ida Anderson, born May 30, 1902.

Dora Rezinski, born November 15, 1901.

Sal Dauzig, born December 6, 1901.

Moses Ganoff, born June 4, 1899.

Gussie Goldstein, born October 8, 1901.

Gussie Haber, born December 22, 1901.

Marx Jakowsky, born March 14, 1901.

Lilian A. Kerer, born October 8, 1902.

Harry Podoshen, born January 31, 1902.

Robert Romanoff, born March 10, 1902.

Morton F. Rappaport, born July 31, 1902.

Walter Feldman, born May 5, 1902.

Harry Marker, born December 25, 1902.

Saly Tescher, born December 26, 1901.

Joseph Faulisi, born May 4, 1901.

Wm. Thomas Carey, born October 31, 1902.

Jacob Bagin, born July 15, 1902.

Julia Schilling, born September 10, 1901.

Louis Schilling, born June 14, 1899.

Florence Woerner, born January 20, 1903.

Leave of Absence.

Reports on applications for leave of absence.

On motion, it was

Resolved, That leave of absence be and is hereby granted as follows:

BOROUGH OF MANHATTAN.

Margaret Keydon, November 30 to December 12, 1907.

Lucille Flannery, December 4 to December 6, 1907.

Emma Meyers, December 9 to December 15, 1907.

Agnes Hetzel, December 9 to December 11, 1907.

Louis C. Brailly, December 3 to December 4, 1907.

Geo. A. Cotton, December 11 to December 12, 1907.

Mary J. Murray, December 5 to December 14, 1907.

Matilda A. Lunz, December 13 to December 14, 1907.

Raymond V. Coxe, December 19, 1907.

Walter L. Miller, December 26 to December 31, 1907.

Sebastian Laut, December 4 to December 14, 1907.

Mary W. Boyle, December 9 to December 16, 1907.

Edward S. McCann, December 9 to December 11, 1907.

Jessie R. Dunn, December 9 to December 15, 1907.

H. W. Lundin, December 9, 1907.

Clarence F. Hartig, December 10 to December 11, 1907.

Raphael Wolf, December 10 and 11, 1907.

Mary E. Daly, December 13, 1907.

Mary C. Plunkett, December 13, to December 14, 1907.

Eugenie G. Spanneut, December 14, 1907.

BOROUGH OF BROOKLYN.

James P. Malone, December 7 to December 14, 1907.
 E. P. Harmon, M. D., December 2 to December 7, 1907.
 G. H. Bentz, M. D., December 9, 1907.
 Anna M. Walsh, December 12 to December 14, 1907.
 John A. Kane, M. D., December 9 to December 10, 1907.
 E. B. Ackerman, D. V. S., November 30 to December 15, 1907.
 John A. Kane, M. D., December 6, 1907.
 Max D. Frant, December 14, 1907.
 Mary Tweeddale, December 3 to December 4, 1907.
 John Matthews, Jr., December 11, 1907.

Communication from the Board of Estimate and Apportionment accompanying copy of a resolution adopted December 13, 1907, relative to increases in salary in the positions and grades covered by the schedules contained in such resolution, pending final adoption by the Board of Aldermen, was received and approved and ordered on file.

Communication from the Police Commissioner regarding efforts of the Police Department to prevent crime among the Italians in The City of New York, was received, and, on motion, it was

Resolved, That Joseph Petrosino, a Detective Sergeant in the employ of the Police Department, be and is hereby appointed a Sanitary Inspector in this Department, to serve without compensation.

Copy of a report of a regular meeting of the Medical Board of the Willard Parker and Riverside hospitals, held December 10, 1907, was received and referred to the General Medical Officer.

Designs for badges to be issued to Medical Inspectors, Sanitary Inspectors, Disinfectors, Drivers and other employees of the Department of Health, authorized to use such badges, prepared by the C. G. Braxmar Company of No. 10 Maiden Lane, Borough of Manhattan, were submitted by the President, and, on motion, it was

Resolved, That the designs for badges prepared by C. G. Braxmar Company, and submitted by the President of this Board, be and the same are hereby approved and adopted, and the President is authorized to contract for and purchase badges made in accordance with said designs, in such quantities as in his judgment may be necessary, and issue same to those Medical Inspectors, Sanitary Inspectors, Disinfectors, Drivers and other employees, under the authority of the Department of Health designated to wear same.

Pursuant to notice in the CITY RECORD, bids or estimates for furnishing and delivering twelve (12) horses to the Department of Health during the year 1907 were opened by the President of the Board of Health December 18, 1907, pursuant to a resolution of the Board of Health, adopted November 21, 1904, authorizing the said President to open bids on behalf of the Board, tabulate the same and report thereon to the Board at the regular meeting next thereafter, and were submitted to the board as follows:

Fiss, Doerr & Carroll Horse Company.....	\$3,240 00
E. D. & J. D. Stein.....	3,750 00

On motion, it was

Resolved, That the contract for furnishing and delivering twelve (12) horses to the Department of Health during the year 1907 be and is hereby awarded to Fiss, Doerr & Carroll Horse Company for the sum of \$3,240, they being the lowest bidder, subject to the approval of sureties by the Comptroller, and the President be and is hereby authorized to execute the contract in the form approved by the Corporation Counsel.

On motion, it was

Resolved, That the bid or proposal of Fiss, Doerr & Carroll Horse Company, for furnishing and delivering twelve (12) horses to the Department of Health during the year 1907 be and is forwarded to the Comptroller for approval of the sureties thereon.

On motion, it was

Resolved, That the security deposits on bids or estimates for furnishing and delivering twelve (12) horses to the Department of Health during the year 1907, opened by the President of the Board of Health on December 18, 1907, pursuant to a resolution of the Board adopted November 21, 1904, authorizing the said President to open bids on behalf of the Board of Health, be forwarded to the Comptroller, as follows:

E. D. & J. D. Stein, cash.....	\$200 00
Fiss, Doerr & Carroll Horse Company, cash.....	100 00

Pursuant to notice in the CITY RECORD, bids or estimates for furnishing and delivering crockery, glassware, enameled ware, plated ware, etc., as required, to the Willard Parker and Reception Hospitals, at the foot of East Sixteenth street, Borough of Manhattan; the Riverside Hospital, at North Brother Island, Borough of The Bronx, and the Kingston Avenue Hospital, at Kingston avenue and Fenimore street, Borough of Brooklyn, City of New York, during the year 1907, were opened by the President of the Board on December 18, 1907, pursuant to a resolution of the Board of Health adopted November 21, 1904, authorizing the said President to open bids on behalf of the Board, tabulate the same and report thereon to the Board at the regular meeting next thereafter, and were submitted to the Board of follows:

L. Barth & Son,

Arthur B. Lovejoy,

Samuel Lewis,

James J. Shaw,

Abraham & Straus,

Meriden Britannia Company.

On motion, it was

Resolved, That the contract for furnishing and delivering crockery, glassware, enameled ware, plated ware, etc., as required, to the Willard Parker and Reception Hospitals, at the foot of East Sixteenth street, Borough of Manhattan; the Riverside Hospital, at North Brother Island, Borough of The Bronx, and the Kingston Avenue Hospital, at Kingston avenue and Fenimore street, Borough of Brooklyn, City of New York, during the year 1907 (classes 1 and 3), be and is hereby awarded to Abraham & Straus, for the sum of \$2,761.99, they being the lowest bidder, subject to the approval of sureties by the Comptroller, and the President be and is hereby authorized to execute the contract in the form approved by the Corporation Counsel.

On motion, it was

Resolved, That the contract for furnishing and delivering crockery, glassware, enameled ware, plated ware, etc., as required, to the Willard Parker and Reception Hospitals at the foot of East Sixteenth street, Borough of Manhattan; the Riverside Hospital, at North Brother Island, Borough of The Bronx, and the Kingston Avenue Hospital, at Kingston avenue and Fenimore street, Borough of Brooklyn, City of New York, during the year 1907 (class 4), be and is hereby awarded to L. Barth & Son, for the sum of \$276.49, they being the lowest bidder, subject to the approval of sureties by the Comptroller, and the President be and is hereby authorized to execute the contract in the form approved by the Corporation Counsel.

Resolved, That the contract for furnishing and delivering crockery, glassware, enameled ware, plated ware, etc., as required, to the Willard Parker and Reception Hospitals at the foot of East Sixteenth street, Borough of Manhattan; the Riverside Hospital at North Brother Island, Borough of The Bronx, and the Kingston Avenue Hospital, at Kingston avenue and Fenimore street, Borough of Brooklyn, City of New York, during the year 1907 (class 5), be and is hereby awarded to Meriden Britannia Company (International Silver Company, Successor), for the sum of \$343.05, they being the lowest bidder, subject to the approval of sureties by the Comptroller, and the President be and is hereby authorized to execute the contract in the form approved by the Corporation Counsel.

Resolved, That the contract for furnishing and delivering crockery, glassware, enameled ware, plated ware, etc., as required, to the Willard Parker and Reception Hospitals at the foot of East Sixteenth street, Borough of Manhattan; the Riverside Hospital, at North Brother Island, Borough of The Bronx, and the Kingston Avenue Hospital, at Kingston avenue and Fenimore street, Borough of Brooklyn, City of New York, during the year 1907 (class 6), be and is hereby awarded to Arthur B. Lovejoy, for the sum of \$1,915.81, they being the lowest bidder, subject to the approval of sureties by the Comptroller, and the President be and is hereby authorized to execute the contract in the form approved by the Corporation Counsel.

On motion, it was

Resolved, That the bids or proposals of Meriden Britannia Company (International Silver Company), Abraham & Straus, L. Barth & Son, and Arthur B. Lovejoy, for furnishing and delivering crockery, glassware, enameled ware, plated ware, etc., as required, to the Willard Parker and Reception Hospitals at the foot of East Sixteenth street, Borough of Manhattan; the Riverside Hospital, at North Brother Island, Borough of The Bronx, and the Kingston Avenue Hospital, at Kingston avenue and Fenimore street, Borough of Brooklyn, City of New York, during the year 1907, be and are forwarded to the Comptroller for the approval of the sureties thereon.

On motion, it was

Resolved, That the security deposits on bids or estimates for furnishing and delivering crockery, glassware, enameled ware, plated ware, etc., as required, to the Willard Parker and Reception Hospitals, at the foot of East Sixteenth street, Borough of Manhattan; the Riverside Hospital, at North Brother Island, Borough of The Bronx, and the Kingston Avenue Hospital, at Kingston avenue and Fenimore street, Borough of Brooklyn, City of New York, during the year 1907, opened by the President of the Board of Health on December 18, 1907, pursuant to a resolution of the board, adopted November 21, 1904, authorizing the said President to open bids on behalf of the Board of Health, be forwarded to the Comptroller, as follows:

Meriden Britannia Company (International Silver Company), check.....	\$31 63
Samuel Lewis, check.....	55 00
Arthur B. Lovejoy, check.....	142 00
L. Barth & Son, check.....	125 00
James K. Shaw, check.....	71 00
Abraham & Straus, check.....	70 00

An estimate for furnishing two three-room wigwam cottages for the Kingston Avenue Hospital, as called for in requisition No. 4752, was received from E. F. Hodgson, of Dover, Mass., and on motion, it was

Resolved, That the bid or estimate of E. F. Hodgson, of Dover, Mass., to furnish two three-room wigwam cottages for the Kingston Avenue Hospital, Borough of Brooklyn, made as provided by requisition No. 4752, for the sum of \$929.68, be and the same is hereby accepted and the President of this Board is requested to cause the order for the articles contained in such requisition to be given.

The application of Curtis & Blaisdell Coal Company for an extension of time of three months from December 31, 1907, for completing the contract awarded to them for furnishing and delivering coal to the Willard Parker Hospital and the Department Building, Borough of Manhattan, was received, and, on motion, it was

Resolved, That an extension of time of three months from December 31, 1907, be and is hereby granted to Curtis & Blaisdell Coal Company, for the completion of the contract for furnishing and delivering coal to the Willard Parker Hospital and the Department Building, Borough of Manhattan.

The application of Sperry & Popham Coal Company for an extension of time of three months from December 31, 1907, for completing the contract awarded to them for furnishing and delivering coal to the Riverside Hospital, North Brother Island, Borough of The Bronx, was received, and, on motion, it was

Resolved, That an extension of time of three months from December 31, 1907, be and is hereby granted to Sperry & Popham Coal Company for the completion of the contract for furnishing and delivering coal to the Riverside Hospital, North Brother Island, Borough of The Bronx.

The application of Moquin, Offerman & Wells Coal Company, for an extension of time of three months from December 31, 1907, for completing the contract awarded to them for furnishing and delivering coal to the Kingston Avenue Hospital, Borough of Brooklyn, was received, and, on motion, it was

Resolved, That an extension of time of three months from December 31, 1907, be and is hereby granted to Moquin, Offerman & Wells Coal Company, for the completion of the contract for furnishing and delivering coal to the Kingston Avenue Hospital, Borough of Brooklyn.

Report regarding the use and disposition of obsolete blanks, forms, cards and circulars, was received and referred to the President with power.

A communication from George W. Riley, regarding the registration of Charles Hazzard and himself to practice medicine as Osteopaths, was received and the Secretary was directed to notify said Riley and Hazzard to appear before the Board at its meeting to be held Monday, December 23, 1907, with reference to the matter.

Franklin Kennedy, attorney, representing the New York City Railway Company, appeared and was heard with reference to certain orders issued and served upon the New York City Railway Company, requiring the removal of carpets from seats and on the backs of seats of cars of said company, and after consideration of the arguments offered by Mr. Kennedy, the matter was referred to the Sanitary Superintendent for proper disposition.

John F. Ranken, M. D., of No. 852 Park place, Borough of Brooklyn, appeared and was heard in reference to his failure to report cases of small-pox as required by section 133 of the Sanitary Code. After consideration of the explanation offered by Dr. Ranken, the matter was referred to the President with power.

Report regarding the removal of Frank Smith, ill with small-pox, from No. 262 Navy street, Borough of Brooklyn, to the Kingston Avenue Hospital, was received and ordered on file.

Report regarding the removal of one Keegan, ill with scarlet fever, from No. 393 Manhattan avenue, Borough of Brooklyn, to St. John's Hospital, by a Junior House Physician, was received and ordered on file.

The recommendation of the Registrar of Records for alteration of form of birth certificate by requiring the certification from the Attendant present at birth, was received and referred to the Law Clerk for report and recommendation.

A communication from the Secretary of the Downtown Taxpayers' Association, Borough of Brooklyn, regarding the driving of cattle through the streets of the Borough of Brooklyn to the Hudson avenue slaughter house, was received and ordered on file.

Recommendation of the Chief Sanitary Inspector for the restoration of permits to sell milk to T. J. Taylor Milk Company, Borough of Richmond, was received, and, on motion, it was

Resolved, That store permit No. 19 and wagon permits Nos. 1, 2, 3, 4, 5, 6, 7, 36, 37, 38, 157, 158, 160, 161, 162, 163, 171, 172, 173, 174, issued by this Board to T. J. Taylor Milk Company, No. 16 Griffin street, Tompkinsville, Borough of Richmond, recently revoked by this Board; following a second conviction for the sale of adulterated milk, be and the same are hereby restored, and the Secretary is directed to reissue said permits to the T. J. Taylor Milk Company.

A communication from J. J. Stanton, of Sussex, N. J., manager of the publication known as the "Milk Reporter," relative to the publication of the rules and regulations of the Department of Health relating to creameries, dairy farms, etc., and such other information which from time to time it is deemed necessary to spread before the milk producers, with the recommendation of the Sanitary Superintendent that a contract be executed with the "Milk Reporter" for the use of a half page of such publication for one year, was submitted, and, on motion, it was

Resolved, That the President of this Board be and he hereby is authorized to execute a contract with the publication known as "Milk Reporter" for the use for one year of a half page of such publication by the Department of Health in promulgating the rules and regulations of the Department, relating to creameries, dairy farms, the sale and care of milk, etc., and such other information which may from time to time be deemed necessary to spread before the producers of milk, at a charge not exceeding \$500 per annum.

A statement was received from John McGuire, attorney for Theodore Brown and Jacob Adler, doing business under the name of Adler & Co., in the operation of a poultry slaughter house located on the northeast corner of Boerum and Humboldt streets, in the Borough of Brooklyn, under a permit issued by the Board of Health June 12, 1907, to Theodore R. Brown, which permit was revoked October 9, 1907, calling attention to certain conditions existing which led to the revocation of such permit and offering to submit affidavits as to the facts contained in said statement, and the Secretary was directed to request Mr. McGuire to appear before the Board with his clients, Brown & Adler, Monday, December 23, 1907, and submit the affidavits, also to request one Samuel Werner, whose place of business is at Gansevoort Market, Borough of Manhattan, to appear in connection with said matter.

A petition signed by owners, agents, tenants and residents of premises in the vicinity of No. 416 East Ninety-first street, Borough of Manhattan, to the Board of Health, to terminate the business and revoke the permit issued to Isaac Shapiro to

keep and slaughter poultry at No. 416 East Ninety-first street, was received and ordered on file.

The application of Samuel Kutler for the approval of the site, No. 443 Water street, Borough of Manhattan, for the location of a poultry slaughter house, was received, and, on recommendation of the Sanitary Superintendent, it was

Resolved, That the application of Samuel Kutler for the approval of the site No. 443 Water street, in the Borough of Manhattan, for the location of a poultry slaughter house, be and the same is hereby denied.

The application of Max Fink for the approval of the site at No. 225 Rider avenue, in the Borough of The Bronx, for the location of a poultry slaughter house, was taken from the table, and, on recommendation of the President, it was

Resolved, That the application of Max Fink for the approval of the site No. 225 Rider avenue, in the Borough of The Bronx, for the location of a poultry slaughter house, be and the same is hereby denied.

The application of Aniello Peluso for permit to keep two hundred live poultry for sale at the premises on the north side of Sheridan avenue, 90 feet north of One Hundred and Fifty-third street, in the Borough of The Bronx, was taken from the table, and, on motion, it was

Resolved, That the application of Aniello Peluso for permit to keep two hundred live poultry for sale at the premises on the north side of Sheridan avenue, 90 feet north of One Hundred and Fifty-third street, in the Borough of The Bronx, be and the same is hereby denied.

The application of Irving Weigert for permit to keep and slaughter poultry at No. 1177 East One Hundred and Thirty-fifth street, Borough of The Bronx, was taken from the table, and, on motion, it was

Resolved, That the Secretary be and is hereby directed to issue a permit to Irving Weigert, to keep and slaughter poultry at No. 1177 East One Hundred and Thirty-fifth street, Borough of The Bronx.

The application of Harry Jacobs for permit to keep and slaughter poultry at No. 542 Westchester avenue, Borough of The Bronx, was taken from the table, and, on motion, it was

Resolved, That the Secretary be and is hereby directed to issue a permit to Harry Jacobs to keep and slaughter poultry at No. 542 Westchester avenue, Borough of The Bronx.

The application of Morris M. Tischler, Max Perrick and Morris Romanier to have permits to conduct a poultry slaughter house, and to keep and slaughter pigeons at No. 401 East One Hundred and First street, Borough of Manhattan, issued by the Board of Health November 30, 1904, and July 3, 1907, respectively, transferred to Max Perrick and Morris Romanier, was taken from the table, and, on recommendation of the Sanitary Superintendent, it was

Resolved, That the Secretary of this Board be and is hereby directed to transfer permits No. 17847, to conduct a poultry slaughter house at No. 401 East One Hundred and First street, and No. 25989, to keep and slaughter pigeons at said location, issued to Morris Tischler, November 30, 1904, and July 3, 1907, respectively, to Max Perrick and Morris Romanier.

The application of Fred. C. Jaeger for the approval of the site on Cedar lane, about 1,000 feet south of pipe line, Aqueduct, Borough of Queens, for the location of a cow stable, was received, and, on recommendation of the Sanitary Superintendent, it was

Resolved, That the site on Cedar lane, about 1,000 feet south of pipe line, Aqueduct, Borough of Queens, upon which Fred. C. Jaeger proposes to locate a cow stable, be and the same is hereby approved.

Report of the commencement of the preventive hydrophobia treatment in the cases of Francis and Stephen Baranco, Mariner's Harbor, S. I., was received and approved and ordered on file.

Report of the preventive hydrophobia treatment sent to Dr. T. G. Sherwood, No. 107 West Thirty-seventh street, Borough of Manhattan, for the treatment of two dogs, at a charge of \$20 for both, was received and approved and ordered on file.

Reports of the preventive hydrophobia treatment sent to Dr. M. B. Ahlborn, Wilkesbarre, Pa., and Dr. Ernest Wende, Buffalo, N. Y., at a charge of \$25 for each case, were received and approved and ordered on file.

Report of the preventive hydrophobia treatment given to Charles Carpenter, of Richmond, Ky., at the Research Laboratory, was received, and, on motion, it was

Resolved, That, owing to the pecuniary circumstances of the patient, the charge for the hydrophobia treatment given to Charles Carpenter, of Richmond, Ky., at the Research Laboratory, be and is hereby fixed at the rate of \$25.

Certain applications for certificates of employment were received and the evidence submitted as to the age of the applicants being in accordance with the requirements of the law relating to the employment of women and children in mercantile and other establishments, as amended, it was

Resolved, That the Sanitary Superintendent be and is hereby directed to cause certificates of employment to be issued to the following named applicants, the applications of whom are recorded as being in compliance with the requirements of the law relating to the employment of women and children in mercantile and other establishments:

BOROUGH OF MANHATTAN.

Sadie Feiner.	Max Rubin.
Max Morgenlander.	Chas. Kaplan.
Isaac Geller.	Rose Schoenbrum.
Lillie Jenowitz.	Rose Lapidos.
Richard Heineman.	Beckie Weiser.
Moses Weinberg.	Jennie Winetsky.
Lena Gaab.	Sam Mundlack.
Jacob Ruda.	Morris Dessen.
Nathan Brunman.	Hyman Michaels.
Charles Deubert.	Max Nafthal.
Robert Rubock.	Hyman Lebich.
Abraham Epstein.	Minnie Blashke.
Samuel Roth.	Abraham Goodkowitz.
Morris Goldberg.	Barnett Commike.
Samuel Schwartz.	Harry Kaminsky.
Louis Meyerson.	Frank Warshawsky.
Samuel Etwanig.	Hyman Halpern.
Jacob Schaefer.	Israel Arkoff.

BOROUGH OF THE BRONX.

Gussie Abramowitz.	Frieda Tilkin.
Louis Klein.	David Kaliner.

BOROUGH OF QUEENS.

Frank Blatterspiel.

On recommendation of the Corporation Counsel it was

Resolved, That the Registrar of Records be and is hereby directed to record the birth of the following named persons in a special book kept for such purpose in the Bureau of Records of the Department of Health, pursuant to the provisions of section 1241, chapter 466 of the Laws of 1901:

Frances Buchler, born December 22, 1896.

Zachariah D. Borcher, born November 6, 1883.

Caroline Van Aken Porcher, born July 20, 1885.

Ellen Barrett, born July 4, 1892.

Irene Bryant, born June 23, 1893.

Harold J. Cornelius, born December 18, 1892.

Rachel Edelstein, born June 14, 1893.

Arthur Harris, born February 24, 1893.

Harry Levy, born November 17, 1893.

Khire Schneider, born August 30, 1893.

William F. Wesel, born November 18, 1893.

Bertha Rosenberg, born March 14, 1896.

Adolph Ansbacher, born November 16, 1893.

Communication recommending and nominating Romaine C. Hoffman, M. D., on the staff of the Cumberland Street Hospital, in the Borough of Brooklyn, for appointment to the position of Ambulance Surgeon, was received, and, on recommendation of H. Beeckman Delatour, M. D., Surgeon-in-Chief of the Ambulance Service, it was

Resolved, That Romaine C. Hoffman, M. D., be and is hereby appointed an Ambulance Surgeon, to serve at the Cumberland Street Hospital, in the Borough of Brooklyn, for a period of three months, commencing January 1, 1908, without compensation.

Communications from the Chief Clerk and the Assistant Chief Clerks regarding amounts allowed various offices in the Budget of 1908, were received and referred to the President.

Report of the Supervising Inspector of Foods regarding the renting of a sub-office in the heart of the food district for the purpose of facilitating the work of Inspectors of Food detailed to the office of the Supervising Inspector of Foods, with the recommendation of the Sanitary Superintendent that a branch office as indicated by the Supervising Inspector of Foods be established, was received, and on motion, it was

Resolved, That the Honorable, the Commissioners of the Sinking Fund be and they hereby are requested to authorize this Board to rent or lease such additional office room in the wholesale district, so-called, as in the opinion of the President may be necessary for the use of the Supervising Inspector of Foods of this Department, at a rental not exceeding \$35 per month.

Report of the transfer of Samuel Goldberg, Automobile Engineman, from the office of the Sanitary Superintendent to the office of the Assistant Sanitary Superintendent, Borough of Manhattan, was received and approved and ordered on file.

Report of the transfer of Herbert Vogt and Isidor Goldstein, Office Boys, to the Division of Contagious Diseases, and the Assistant Sanitary Superintendent, respectively, to take effect December 13, 1907, was received and approved and ordered on file.

Report regarding the character of services performed by Richard J. Sheehan and James J. Keating, M. D., Inspectors of Food (milk), was received and approved and ordered on file.

Communication from the Municipal Civil Service Commission approving of the transfer of John J. Carroll, from the position of Inspector of Tenements in the Tenement House Department to that of Sanitary Inspector in the Department of Health, was received, and on motion, it was

Resolved, That John J. Carroll, of No. 1 Sutton place, Borough of Manhattan, be and is hereby appointed a Sanitary Inspector in this Department, and assigned to duty in the Division of Inspections, Borough of Manhattan, with salary at the rate of \$1,200 per annum, in accordance with the rules and classification of the Municipal Civil Service Commission, to take effect December 13, 1907.

On motion, it was

Resolved, That James H. Doon, of No. 323 Second avenue, Borough of Manhattan, be and is hereby appointed a Medical Inspector in this Department, and assigned to duty in the Division of Contagious Diseases, Borough of Brooklyn, with salary at the rate of \$1,200 per annum, in accordance with the rules and classification of the Municipal Civil Service Commission, to take effect December 18, 1907.

Resolved, That James F. C. McDonald, of No. 317 Forty-eighth street, Borough of Brooklyn, be and is hereby appointed a First Grade Clerk in this Department, and assigned to duty in the Division of the Assistant Chief Clerk, Borough of Brooklyn, with salary at the rate of \$300 per annum, in accordance with the rules and classification of the Municipal Civil Service Commission, to take effect December 18, 1907.

Resolved, That James D. Dickson, of No. 38 Richmond road, Borough of Richmond, be and is hereby appointed a Medical Inspector in this Department, and assigned to duty in the Borough of Richmond, with salary at the rate of \$1,200 per annum, in accordance with the rules and classification of the Municipal Civil Service Commission, to take effect December 18, 1907.

Copies of documents filed in the office of the Civil Service Commission in connection with the dismissal of Frank Sharkey from the Law Department were received and ordered on file.

Sanford G. Plumb, a Disinfecter, assigned to duty in the Borough of The Bronx, failed to appear and answer to charges of misconduct, neglect of duty and intoxication, as per notice.

Report of the Sanitary Superintendent relative to the absence from duty without leave of Sanford G. Plumb, a Disinfecter in the employ of the Department of Health, assigned to duty in the Borough of The Bronx, for a period of upward of five days, and recommending that in accordance with Civil Service Rule XIII. such absence be construed as a resignation, was received, and, on motion, it was

Resolved, That the absence from duty of Sanford G. Plumb, a Disinfecter in the employ of this Department, assigned to duty in the Borough of The Bronx, without leave since December 5, 1907, be and the same is hereby construed as a resignation, in accordance with Civil Service Rule XIII., said resignation to take effect December 5, 1907.

Communication from Grace Janet Plumb regarding the commitment of Sanford G. Plumb to a certain sanatorium, unnamed, December 13, 1907, suffering from an illness, was received and ordered on file.

Joseph E. Begg, formerly a Disinfecter in the employ of the Department of Health, who was dismissed February 20, 1907, on charges sustained and in accordance with the rules and regulations of the Municipal Civil Service Commission, appeared and requested that the action of the Board be reconsidered and the resolution of dismissal rescinded, and it appearing that said Begg is unable to obtain employment in any City Department by reason of the existence of the order of dismissal, the rescinding of said resolution and acceptance of the resignation of Begg, to take effect upon the date of such dismissal, is justified, it was

Resolved, That the resolution adopted by this Board at its meeting held February 20, 1907, dismissing Joseph E. Begg, of No. 1004 Avenue A, Borough of Manhattan, a Disinfecter, assigned to duty in said Borough of Manhattan, on charges sustained and in accordance with the rules and classification of the Municipal Civil Service Commission, be and the same is hereby rescinded; be it further

Resolved, That the resignation of Joseph E. Begg from the position of Disinfecter in the Department of Health, to take effect February 20, 1907, be received and the same is hereby accepted.

The resignation of Louis Hellner, a Sanitary Inspector, assigned to duty in the Division of Inspections, Borough of Manhattan, was received and accepted, to take effect December 7, 1907.

Report of the death of William L. Mallabar, a Hospital Clerk in the employ of the Department, assigned to duty at Riverside Hospital, North Brother Island, Borough of The Bronx, on December 6, 1907, was received and ordered on file.

Report of the death of Joseph G. Widrig, an Inspector of Foods (milk), assigned to duty in the Division of Inspections, Borough of Manhattan, on December 14, 1907, was received and ordered on file.

On motion, it was

Resolved, That the payrolls of this Department for the month of December, 1907, be and are hereby approved, and the President and Secretary directed to sign certificates and forward the same to the Comptroller for payment.

On motion, the Board adjourned to December 23, 1907.

EUGENE W. SCHEFFER, Secretary.

EXECUTIVE DEPARTMENT.

MAYOR'S OFFICE, BUREAU OF LICENSES.

Statement of Licenses Issued and Fees Received, October, November and December, 1907.

BOROUGHS OF MANHATTAN AND THE BRONX.

City Treasury.

10 Hoist, general	\$250 00
80 Hoist, general, renewal.....	1,000 00
7 Hoist, special	7 00
22 Ticket speculator	1,100 00
48 Ticket speculator, renewal	1,200 00
277 Peddler, horse and wagon.....	2,216 00

485 Peddler, horse and wagon, renewal.....	1,940 00
12 Peddler, pushcart	48 00
1,036 Peddler, pushcart, renewal.....	2,072 00
17 Peddler, basket	34 00
121 Peddler, basket, renewal.....	121 00
169 Express	845 00
656 Express, renewal	1,640 00
805 Public cart	1,610 00
6,259 Public cart, renewal.....	6,259 00
132 Dirt cart	132 00
153 Dirt cart, renewal.....	76 50
23 Express driver	11 50
11 Express driver, renewal.....	2 75
57 Stand, Elevated Railroad.....	570 00
73 Common show	1,825 00
23 Common show, renewal.....	287 50
2 Shooting gallery	10 00
5 Shooting gallery, renewal.....	12 50
148 Bowling alley	740 00
528 Bowling alley, renewal.....	1,320 00
840 Billiard table.....	2,520 00
1,124 Billiard table, renewal.....	1,686 00
60 Gutterbridge	60 00
5 Hand organ	5 00
13 Public porter	13 00
9 Public porter, renewal.....	2 25
	\$29,616 00
13,210	
Sinking Fund.	
1 Fines	2 00
42 Pawnbroker	\$21,000 00
55 Second-hand dealer	1,375 00
133 Second-hand dealer, renewal.....	1,662 50
49 Junk shop	980 00
125 Junk shop, renewal.....	1,250 00
3 Junk boat	15 00
7 Junk boat, renewal.....	17 50
101 Junk cart	505 00
269 Junk cart, renewal	672 50
98 Special hack stand.....	2,450 00
86 Special coach.....	430 00
47 Special coach, renewal	117 50
80 Public coach	240 00
20 Public coach, renewal.....	30 00
145 Special cab	435 00
140 Special cab, renewal.....	210 00
102 Public cab	204 00
258 Public cab, renewal.....	258 00
734 Hack driver	367 00
391 Hack driver, renewal.....	97 75
177 Stand, newspaper	885 00
362 Stand, fruit	3,620 00
8 Stand, newspaper and fruit.....	120 00
559 Stand, bootblack, chair.....	2,795 00
	39,736 75
3,991	
17,201	
Totals.....	
	\$69,354 75

The above statement is complete and correct.

HENRY F. SCHLUENZEN,
Financial Clerk of Bureau, Boroughs of Manhattan and The Bronx.

PROCEEDINGS OF THE PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT.

WEDNESDAY, JANUARY 8, 1908.

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

There were present—Chairman William R. Willcox, Commissioners Edward M. Bassett, Milo R. Maltbie, Secretary Travis H. Whitney.

(1) 2857 The Secretary presented the following communication from the Counsel to the Commission, which was ordered filed:

January 7, 1908.

Public Service Commission for the First District:

SIRS—I desire to report that yesterday morning Chief Inspector De Wyrall of the Rapid Transit Subway Construction Company was arrested upon the complaint of Commissioner of Public Works Murray, of The Bronx, on the charge of opening the street at One Hundred and Forty-ninth street and Third avenue, without obtaining a permit from the President of the Borough of The Bronx. The contractor was doing this work under a permit issued by the Chief Engineer of the Commission, and the arrest of Mr. DeWyrall raised again the question whether a permit issued by this Commission as the successor of the Rapid Transit Board is sufficient, or whether it is necessary to have in addition thereto a permit issued by a Borough Department.

An examination was held before Magistrate Steinert in the Sixth District Magistrate's Court yesterday afternoon, at which Public Works Commissioner Murray, Mr. Gumbleton, the Secretary to the President of the Borough of The Bronx, and Assistant Corporation Counsel Mitchell attended in support of the complaint, and Mr. Harkness representing the Commission on behalf of the prisoner. After a thorough discussion of the matter the Magistrate decided that under the law the permit issued by this Commission was sufficient, and discharged the prisoner.

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

(2) 2945 The Secretary presented the following communication from the Railroad Commission of Oregon, regarding a proposed amendment to the Federal Act to Regulate Commerce, and the communication was ordered filed:

SALEM, OREGON, December 26, 1907.

New York Public Service Commission, No. 320 Broadway, New York City, N. Y.:

GENTLEMEN—The National Association of Railway Commissioners, at its nineteenth annual session, held in Washington, October 10 to 13, 1907, adopted, with but one dis-

senting vote, the proposition that the Federal Act to Regulate Commerce should be so amended that no increase in an interstate rate, or discontinuance of a rate, which thereby caused an increase in a rate, should be permitted without an opportunity to protest being afforded, and for a hearing and determination as to reasonableness before the increased rates went into effect.

The Hon. C. W. Fulton, United States Senator from Oregon, has introduced a bill in the Senate which is designed to amend the Interstate Commerce Act to conform with the resolution adopted by the National Association of Railway Commissioners, as above.

We beg to suggest that if the action of the National Association meets with your approval, you urge upon your Representatives and Senators in Congress that steps be taken to insure the amendment of the Interstate Commerce Act, as suggested by the National Association. Will you kindly give this your early, earnest and thoughtful attention? Let us know your views upon this important subject.

With best wishes for your success in our common work, we are

Very truly yours,

THOS. K. CAMPBELL,
OSWALD WEST,
CLYDE B. AITCHISON.

(3) On motion, duly seconded, it was
Resolved, That the following appointments be made from the certified Civil Service list:

Name.	Position.	Salary.	To Take Effect.
Philip J. O'Connor.....	Transit Inspector.....	\$1,200 00	January 13, 1908
John C. Dieckert.....	Transit Inspector.....	1,200 00	January 7, 1908
Walter T. Edgerton.....	Transit Inspector.....	1,200 00	January 13, 1908
Michael J. Corcoran.....	Transit Inspector.....	1,200 00	January 13, 1908
Robert M. A. Armstrong.....	Transit Inspector.....	1,200 00	January 7, 1908

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

(4) 1258 The Secretary presented the following communication from the Counsel to the Commission:

January 7, 1908.

Public Service Commission for the First District:

SIRS—Referring to the modification of the route and general plan of the Manhattan-Bronx subway to provide for additional tracks in the subway between Ninety-sixth and One Hundred and Third streets, I desire to advise you that this Department has obtained the consents to such modification of the owners of more than one-half in value of the property bounded upon the portion of Broadway affected thereby. According to the certificate of the Title Insurance Company of New York, the total assessed value of property upon the portion of Broadway affected by the modification amounted to \$4,802,000, of which we have obtained the consents of owners of property the assessed valuation of which amounts to \$2,541,000. As soon as these consents are recorded all the necessary proceedings to validate this modification will have been completed, and I accordingly ask that the Commission authorize me to record these consents.

The contract for doing this work was executed by the Rapid Transit Board on 27th June last, and was thereafter transmitted to the Board of Estimate and Apportionment for its approval, and also that of the Mayor, which was given, and eight hundred and fifty thousand dollars appropriated to cover the cost of the work. The contract was then sent to the contractor for execution on his part, and I am now endeavoring to hurry the execution and return of this contract, and on its receipt properly executed the work can be commenced.

Respectfully yours,

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

On motion, duly seconded, it was thereupon
Resolved, That the Counsel to the Commission be authorized to have recorded the
consents of property owners to the construction of additional tracks between Ninety-
sixth and One Hundred and Third streets along Broadway.

Ayes—Commissioners Willcox, Bassett, Maltbie.

Nays—None.

Carried.

(5) 2002 The Secretary presented the following communication from the Counsel to the Commission:

January 7, 1908.

Public Service Commission for the First District:

SIRS—I desire to call the attention of the Commission to the fact that the portion of the revised Manhattan Bridge route adopted by the Rapid Transit Board on April 18, 1907 (Minutes, page 4851), lying in the Borough of Manhattan, has never been consented to by a majority in value of the abutting property owners, or in lieu thereof by the Appellate Division of the Supreme Court in the First Department.

On the Brooklyn side consents of property owners stated to be in excess of the required amount were found in the files of the Rapid Transit Board and are now being examined by the Title Guarantee and Trust Company. I understand that they have been found correct, and that a certificate to such an effect will be received from the title company within a few days. As the portion of this route running from the Manhattan Bridge approach at Canal and Chrystie streets and extending through Canal street to a point between Broadway and Elm street is to be used as a part of the Canal street route included in the Rapid Transit system heretofore adopted by the Commission, I deem it advisable that steps be at once taken to perfect the right to construct the railroad on this part of the Manhattan Bridge route.

I accordingly request that I be authorized to obtain the necessary list of property owners from one of the title companies, and that a sufficient force of Transit Inspectors be assigned to canvass for these consents,

Respectfully yours,

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

On motion, duly seconded, it was thereupon
Resolved, That the Counsel to the Commission be authorized to obtain a list of property owners on that portion of the revised Manhattan Bridge route, as set forth in his communication of January 7, and that he endeavor to obtain the consent of such property owners to the construction of the said route.

Ayes—Commissioners Willcox, Bassett, Maltbie.

Nays—None.

Carried.

(6) 2750 The Secretary presented a communication from the Secretary of the Public Service Commission for the Second District, requesting that the date of the hearing on the subject of vestibules in Westchester County be changed from the 17th inst. to the 16th inst., at the same hour and place as scheduled.

On motion, duly seconded, the Secretary was directed to write to the Public Service Commission for the Second District, accepting this change of date.

(7) O-164 The Secretary stated that a communication had been received from the Union Railway Company of New York City, upon Order No. 164 of Commissioner Eustis, with regard to transfers on Tremont and Burnside avenues, notifying the Commission that the terms of the order were accepted and would be obeyed.

On motion, duly seconded, the matter was ordered filed.

(8)

2970
The Secretary presented a communication from the Stuyvesant Board of Trade, requesting an interview with a Commissioner in reference to railroad matters affecting their district.

On motion, duly seconded, the matter was referred to Commissioner McCarroll.

(9)

O-181
The Secretary presented communications from the President and the Secretary of the Long Island Railroad Company, upon Final Order No. 181, with regard to local service between East New York and Long Island City, requesting that a rehearing be given, and that the Commission stay Final Order No. 181.

O-193
The following order was then presented, and it was moved, and duly seconded, that it be adopted by the Commission:

ORDER FOR REHEARING AND FOR AN EXTENSION OF TIME (No. 193).

In the Matter
of

The hearing on the motion of the Commission as to the regulations, practices, equipment and service of the Long Island Railroad Company in the respects herein-after mentioned. Matter of rehearing on matters contained in Order No. 181.

An order having been made and filed on the 31st day of December, 1907, No. 181, under and pursuant to an order for hearing made November 20, 1907, No. 100, said Order No. 181 having thereafter been duly served upon the Long Island Railroad Company, the same to take effect immediately, and the said Long Island Railroad Company having been required by said order to notify this Commission upon or before the 6th day of January, 1908, whether the terms of said Order No. 181 are accepted and will be obeyed, and the said Long Island Railroad Company having, on the 6th day of January, 1908, applied in writing to this Commission for a rehearing in respect to the matters contained in the said Order No. 181, and sufficient reason for said rehearing being made to appear,

Ordered, That said request for rehearing be granted and that said rehearing upon the matters contained in said Order No. 181, entered and filed on the 31st day of December, 1907, be held on the 21st day of January, 1908, at 3:30 o'clock in the afternoon, or at any time or times to which the same may be adjourned, at the rooms of the Commission, No. 154 Nassau street, Borough of Manhattan, City and State of New York, to determine whether said Order No. 181 or any part thereof is in any respect unjust or unwarranted.

All to the end that the Commission may make such order or orders in the premises as shall be just and reasonable.

Further Ordered, That the said Long Island Railroad Company be given at least ten (10) days' notice of such rehearing by service upon it, either personally or by mail, of a certified copy of this order, and that at such hearing said company shall be afforded all reasonable opportunity for presenting evidence and examining and cross-examining witnesses as to the matters aforesaid.

Further Ordered, That the time of the said Long Island Railroad Company to comply with the terms of said Order No. 181 be and the same hereby is extended until such time as the Commission shall enter an order upon the rehearing herein provided for.

Ayes—Commissioners Willcox, Bassett, Maltbie.

Nays—None.

Carried.

(10)

The Chairman stated that on recommendation of the Committee of the Whole, the following letters had been sent to the Receivers of the New York City Railway Company:

January 8, 1908.

Mr. ADRIAN H. JOLINE and Mr. DOUGLAS ROBINSON, Receivers for the New York City Railway Company, No. 621 Broadway, New York City:

DEAR SIRS—On behalf of the Public Service Commission, I beg to acknowledge your letter of January 4, relative to Order No. 179.

The order was based upon the evidence before the Commission. A hearing was held, of which you received notice. No one appeared in your behalf, and no evidence was presented by you. If you had any evidence to show that the proposed order was not proper, it was your privilege and duty to appear and submit it.

Mr. McLimont, the Electrical Engineer of the Commission, who has not only constructed street railways in many cities, but who has also operated railways, testified at the hearing that it would be possible for you to repair at least ten cars each day, and that a larger number could be overhauled and repaired if every effort were made to do so. This he testified to after having made a thorough inspection of your facilities for overhauling and repairing, and he has since offered to show in detail how it could be done with dispatch.

As to your statement in this letter and in your letter regarding the Eighth avenue line, that Order No. 179 will require a considerable number of cars to be taken out of service, I beg to say that Mr. McLimont testified at the hearing that to turn out ten cars a day it would not be necessary, under ordinary circumstances, to keep out of service more than forty cars per day, only 2 per cent. of the entire number now being operated. It is also true that this decrease in the number of cars available would soon be largely offset by the decreased number of "run-ins" and of the "dead" cars upon the line. Further, you have under contract for delivery prior to February 15 a very much larger number of cars than the number that must be taken off daily for repairs, so that in no instance will the present service need to be decreased. Again, not every car is in use all of the twenty-four hours, and by distributing the work of repair so that a large portion of it is done during the hours when the number of cars in the barn is large, the interference with the present service may be reduced to an inappreciable degree.

It is very gratifying to the Commission to learn that the work of repair is already under way, and that the number of disabled cars has already been so materially reduced under your management.

Yours very truly,
(Signed) WM. R. WILLCOX, Chairman.

January 8, 1908.

Mr. ADRIAN H. JOLINE and Mr. DOUGLAS ROBINSON, Receivers for the New York City Railway Company, No. 621 Broadway, New York City:

DEAR SIRS—On behalf of the Public Service Commission, I beg to acknowledge your letter of January 4, in which you question the accuracy of certain conclusions and the necessity of certain improvements in the service of the Eighth avenue line, in Order No. 171.

The conclusions and the improvements ordered were based upon the evidence before the Commission. A hearing was held upon the proposed order before it was issued. Notice was served upon you and acknowledgment given of this hearing, but no one appeared in your behalf. If you have any evidence you wish to present, a rehearing will be granted upon application.

The Commission fully appreciates that a fixed schedule may not be suited to all conditions. Instances may arise where a fixed number of cars may provide too few or too many seats for the traveling public. But in its orders for improved service this Commission must provide for ordinary conditions, leaving to the company the duty and the power to provide such a service as will be adequate for unusual and unforeseen circumstances. Thus, while it may be true that the Sunday schedule fixed in Order No. 171 calls for a greater number of cars than would be necessary upon a stormy day, it is not believed, upon the evidence presented at the hearing, that the schedule is unreasonable in view of the traffic upon an ordinary Sunday.

You have requested that the Commission specify in detail how cars should be operated between 7 a. m. and 10 a. m. upon week days. This request seems to reflect a misunderstanding of the letter and intent of the Public Service Commissions Law. The statute specifically requires that a street railway company shall provide adequate service, thereby imposing the duty upon the company in the first instance of arranging

proper schedules, routes, headways, equipment, etc. The act also provides that in case a company shall fail to live up to its obligation, the Public Service Commission may step in, and after a hearing may direct what improvements shall be made. It is not the duty of this Commission at this point, therefore, to say how the increased number of cars required to be run between 7 and 10 a. m. shall be distributed; that was the duty of the company and devolves upon you, as the receivers. Further, the details were not specified in the order because it was thought that as much freedom should be allowed the operating officials as possible. If, however, this Commission shall find, through its inspectors, that the service is inadequate or that the schedule is not properly designed to accommodate the traveling public, this Commission will exercise the authority vested in it, will perform the duty imposed upon it, will order what changes be made, and if necessary, will decide just what schedule shall be operated. The Commission believes, however, that it is quite possible for the service upon the Eighth avenue line to be improved, and that a desire upon your part to live up to the spirit as well as to the letter of the order will make unnecessary the issue of a further order going more into detail as to the operation of the road.

Perhaps this discussion is more or less academic, for in your letter you definitely state that you will accept the order, but lest there should be any misunderstanding, I am replying somewhat at length, at the request of the Commission.

Yours very truly,

WM. R. WILLCOX, Chairman.

(11)

On motion, duly seconded, it was

Resolved, That stated meetings of the Commission be held hereafter on Tuesdays and Fridays of each week, at 11:30 a. m.

Ayes—Commissioners Willcox, Bassett, Maltbie.

Nays—None.

Carried.

(12)

A report was received from the Bureau of Transit Inspection, as to the service being rendered on Madison and Fourth avenues, which, on motion, duly seconded, was referred to the Counsel to the Commission.

(13)

2990
The Chairman stated that, with the approval of the Committee of the Whole, he had sent the following communication to the Board of Estimate and Apportionment:

January 8, 1908.

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

GENTLEMEN—During the preparation of the contracts and the contract drawings for the Fourth avenue subway in Brooklyn, the Public Service Commission has considered it advisable to make certain modifications, so as to reduce the grades and to increase the headroom. The object of these changes, which have been recommended by Chief Engineer Seaman, is to promote the more rapid, safe and economical operation of trains and to make it possible for cars now being used in the local suburban traffic of steam railroads to be operated through the subway. By so doing this would also facilitate the making of more advantageous contracts by the City for the subsequent rental and operation of the road. In the opinion of the Commission it would be a great mistake to build any future subway of such dimensions that an existing railroad might be debarred from being a competitive bidder or through which it would be impossible to run railroad cars, no matter how desirable and necessary it might prove to generations hence.

The trains run through the Fourth avenue subway will continue over the Manhattan Bridge and be run through the subway loop now under construction in Canal and Centre streets. If the Fourth avenue subway is enlarged, it would be advisable to enlarge the subway loop, otherwise the larger cars used by steam roads could only run as far as the Manhattan terminal of the Manhattan Bridge; the subway loop only allowing for a headroom of 13 feet 6 inches above top of rail, whereas 14 feet 6 inches are necessary for the cars used in suburban traffic.

The subway loop, connecting, as it does, the Williamsburg Bridge with the other two bridges, is so planned that the cars from any future subway extending into Brooklyn or Queens from the Brooklyn terminus of the Williamsburg Bridge, can be run through the subway loop. If the present headroom of 13 feet 6 inches is not enlarged, it will not be possible to allow for any railroad connection with such future subways, and will make it impossible for any of the present railroads in Queens to reach Manhattan via the Williamsburg Bridge and subway loop.

The plans for the loop also provided for a double deck subway in part and for the use of grades frequently as high as 4 per cent., and in some instances as high as 5½ per cent. The steepness of these grades and the frequency with which they follow one another in the loop, will not only greatly increase the cost of operation but limit materially the number of trains that can be run through the subway in a given period and increase the possibility of accidents.

Our Chief Engineer, Mr. Seaman, after careful study of the problem, had found that it is possible to modify the plans for the subway loop so as to increase the height of the tunnel, to modify the grades, to decrease their number, and to do away with the double deck stations and tracks. To make these changes it will be necessary to change two of the stations, and in order to make proper connection with the crosstown line in Canal street, it is proposed to unite the two stations at Leonard-Franklin street and at Howard-Grand street, into one station at Canal street. It is also proposed to operate the loop as two double-track railroads, instead of one four-track road, but with crossovers to be used in case of accident, or when needed for the shunting of trains. Eventually this might lead to the connection of the Williamsburg Bridge with the Brooklyn Bridge, which would naturally serve the purposes of the elevated roads in Brooklyn which connect with these two bridges. The other set of tracks would be operated in connection with the Manhattan Bridge, through the proposed terminal at Chambers street, and thence down William or Nassau, crossing the East river by a tunnel, and connecting with some future subway in Brooklyn. This loop would naturally serve the Fourth avenue subway, and could be operated there in conjunction with or entirely independent of the loop previously described.

This modification simplifies a very complicated plan; eliminates two double-deck stations, making all tracks on a level; would work in conjunction with a proposed future line across Canal street to the North river, and thereby connect with all northbound and southbound routes which would intercept it, with the Fourth avenue subway and the Manhattan Bridge, and would increase very materially the safety of operation. It is estimated that the operating capacity would be increased fully 25 per cent., in addition to the proposed tunnel connections, and also that the time of construction would be materially decreased.

Cost of the work as revised would be somewhat greater or somewhat less than the plans previously adopted, according to whether pipe galleries are or are not provided for.

Inasmuch as these changes involve the use of money already appropriated by your Board, we shall, as soon as they are completed, lay the revised plans and estimates before you, and in the meanwhile present for your consideration these facts as outlined.

Very truly yours,

WM. R. WILLCOX, Chairman.

TRAVIS H. WHITNEY, SECRETARY.

PROCEEDINGS OF THE
PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT,
FRIDAY, JANUARY 10, 1908,
TRIBUNE BUILDING, 154 NASSAU STREET,
BOROUGH OF MANHATTAN, CITY OF NEW YORK.

There were present—Chairman William R. Willcox, Commissioners William McCarroll, Edward M. Bassett, Milo R. Maltbie, John E. Eustis.

(1) On motion, the record of the proceedings of the Commission for January 3, 4, and 6, 1908, as printed in the CITY RECORD of January 10, 1908, was approved.

(2) The Secretary presented the following notices from the Department of Finance, which were ordered on file:

1561
January 6, 1908.

DEAR SIR—At a meeting of the Board of Estimate and Apportionment, held December 20, 1907, the Comptroller was authorized to issue Special Revenue Bonds to the amount of \$200,000, which was approved by the Mayor, 190.

I beg to advise you that in accordance with the above authorization, an account has been established upon our records from which all vouchers properly chargeable against this authorization should be drawn, entitled Revenue Bond Fund—for Public Service Commission for the First District, New York, Expenses of.

Respectfully,

N. TAYLOR PHILLIPS, Deputy Comptroller.

2063

January 6, 1908.

DEAR SIR—At a meeting of the Board of Estimate and Apportionment, held December 30, 1907, the Comptroller was authorized to issue Corporate Stock to the amount of \$40,000, which was approved by the Mayor, 190.

I beg to advise you that in accordance with the above authorization, an account has been established upon our records from which all vouchers properly chargeable against this authorization should be drawn, entitled Rapid Transit Construction Fund—Brooklyn Loop Lines, Borough of Manhattan (sub-title No. 4).

Respectfully,

N. TAYLOR PHILLIPS, Deputy Comptroller.

ORDER (No. 200).

O-200

(3) On motion, duly seconded and carried, the Secretary was directed to request the Forty-second Street, Manhattanville and St. Nicholas Avenue Railroad Company to furnish the Commission certified copies of their conductors' day cards, covering the complete movement of the cars on their line on Monday, January 6, 1908.

(4) The Secretary presented the following communication from George H. Campbell, Vice-President of the Staten Island Railway Company:

January 6, 1908.

To the Public Service Commission, First District:

The Staten Island Railway Company hereby applies for a rehearing by this Commission of the matters determined in a certain order bearing the number 174 directed toward the company, and further requests that copies of all written reports of Engineers, Inspectors and employees of this Commission, on which this Commission acted or depended in making said order, be served upon the company at least three days before such rehearing.

THE STATEN ISLAND RAILWAY COMPANY,

By GEORGE H. CAMPBELL, Vice-President.

Commissioner McCarroll then moved that the following order for rehearing be adopted by the Commission, which was duly seconded:

O-194

ORDER FOR REHEARING (No. 194).

In the Matter
of

The hearing on the motion of the Commission on the question of improvements in and additions to the service and equipment of the Staten Island Railway Company.

Matter of rehearing on matters contained in Order No. 174, entered December 27, 1907.

An order having been made and filed herein December 27, 1907, No. 174, under and pursuant to an order for hearing made November 8, 1907, No. 77, and thereafter having been duly served upon the Staten Island Railway Company, the same to take effect immediately and in and by the said order the said Staten Island Railway Company having been required to notify this Commission before January 10, 1908, whether the terms of said Order No. 174 are accepted and will be obeyed, and the said Staten Island Railway Company having, on January 6, 1908, applied in writing to this Commission for a rehearing in respect to the matters contained in the said Order No. 174, and sufficient reason for said rehearing being made to appear:

Ordered, That said request for rehearing be granted and that said rehearing upon the matters contained in said Order No. 174, entered and filed on December 27, 1907, be held on the 20th day of January, 1908, at 2:30 o'clock in the afternoon, or at any time or times to which the same may be adjourned, at the rooms of the Commission, No. 154 Nassau street, Borough of Manhattan, City and State of New York, to determine after such rehearing and after consideration of the facts including those arising since the making of the Order No. 174, whether the original Order No. 174, or any part thereof, is in any respect unjust or unwarranted, and whether the said Order No. 174 should be abrogated, changed or modified.

And if any such abrogation, changes or modifications are found to be such as ought to be made then to determine the nature and extent of changes or modifications of the said order, and to determine the time of taking effect of the order as changed or modified.

All to the end that the Commission may make such order or orders in the premises as shall be just and reasonable; further

Ordered, That the said Staten Island Railway Company be given at least five days' notice of such rehearing by service upon it either personally or by mail, of a certified copy of this order and that at such hearing said company shall be afforded all reasonable opportunity for presenting evidence and examining and cross-examining witnesses as to the matters aforesaid.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

O-175

(5) The Secretary presented the following communication from George H. Campbell, Vice-President of the Staten Island Rapid Transit Railway Company:

January 6, 1908.

To the Public Service Commission, First District:

The Staten Island Rapid Transit Railway Company hereby applies for a rehearing by this Commission of the matters determined in a certain order bearing the number 175, directed toward the company, and further requests that copies of all written reports of engineers, inspectors and employees of this Commission on which this Commission acted or depended in making said order be served upon the company at least three days before such rehearing.

THE STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY,

By GEO. H. CAMPBELL, Vice-President.

New York City, January, 1908.

Commissioner McCarroll then moved that the following order for rehearing be adopted by the Commission, which was duly seconded:

ORDER FOR REHEARING (No. 195).

In the Matter
of

The hearing on the motion of the Commission on the question of improvements in and additions to the service and equipment of the Staten Island Rapid Transit Railway Company.

Matter of rehearing on matters contained in Order No. 175, entered December 27, 1907.

An order having been made and filed herein December 27, 1907, No. 175, under and pursuant to an order for hearing made November 8, 1907, No. 78, and thereafter having been duly served upon the Staten Island Rapid Transit Railway Com-

pany, the same to take effect immediately and in and by the said order the said Staten Island Rapid Transit Railway Company having been required to notify this Commission before January 10, 1907, whether the terms of said Order No. 175 are accepted and will be obeyed, and the said Staten Island Rapid Transit Railway Company having, on January 6, 1908, applied in writing to this Commission for a rehearing in respect to the matters contained in the said Order No. 175, and sufficient reason for said rehearing being made to appear,

Ordered, That said request for rehearing be granted and that said rehearing upon the matters contained in said Order No. 175, entered and filed on December 27, 1907, be held on the 16th day of January, 1908, at 2:30 o'clock in the afternoon, or at any time or times to which the same may be adjourned, at the rooms of the Commission, No. 154 Nassau street, Borough of Manhattan, City and State of New York, to determine after such rehearing and after consideration of the facts including those arising since the making of the Order No. 175, whether the original Order No. 175, or any part thereof, is in any respect unjust or unwarranted, and whether the said Order No. 175 should be abrogated, changed or modified.

And if any such abrogation, changes or modifications are found to be such as ought to be made then to determine the nature and extent of changes or modifications of the said order, and to determine the time of taking effect of the order as changed or modified.

All to the end that the Commission may make such order or orders in the premises as shall be just and reasonable; further

Ordered, That the said Staten Island Rapid Transit Railway Company be given at least five days' notice of such rehearing by service upon it either personally or by mail, of a certified copy of this order and that at such hearing said company shall be afforded all reasonable opportunity for presenting evidence and examining and cross-examining witnesses as to the matters aforesaid.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

(6)

2095
The Secretary presented the following requisition of the Bradley Contracting Company, together with the certificate of the Chief Engineer approving same:

BRADLEY CONTRACTING COMPANY,
OFFICE OF THE CONTRACTOR,
SIXTY-EIGHTH STREET AND NORTH RIVER.
NEW YORK, December 3, 1907.

Requisition No. 5—For work done and materials furnished under contract dated June 27, 1907, for the construction of Section No. 9-0-5 of the Brooklyn Loop Lines of the Rapid Transit Railroad of The City of New York, to 30th day of November:

	For Month.	Total.
Total to date relative to the contract value of the whole work.....	\$45,107 75	\$144,616 75
Amount previously estimated.....	99,509 00
Amount of present estimate.....	\$45,107 75	\$45,107 75
Deduct 10 per cent.....	4,510 78	4,510 78

	\$40,596 97	\$40,596 97

Requisition for amount due for work done and materials furnished during the month.

BRADLEY CONTRACTING COMPANY,
By FRANK BRADLEY, President, Contractor.

Certificate No. 5.

I hereby certify that the work done and materials furnished under contract dated June 27, 1907, for the construction of Section No. 9-0-5 of the Brooklyn Loop Lines of the Rapid Transit Railroad of The City of New York, for which Requisition No. 5, of date December 3, 1907, is made by the Bradley Contracting Company, the Contractor, has been done and furnished in accordance with the terms of the contract to the value of forty thousand five hundred and ninety-six dollars and ninety-seven cents, that such value has been ascertained relatively to the contract value of the whole work, and that no certificate has previously been made for such work and materials.

HENRY B. SEAMAN,
Chief Engineer of the Public Service
Commission for the First District.

The following resolution was thereupon moved, and duly seconded:

Whereas, The Contractor, Bradley Contracting Company, has made requisition on this Commission, numbered No. 5, and dated December 3, 1907, for work done and materials furnished under contract dated June 27, 1907, for the construction of Section No. 9-0-5 of the Brooklyn Loop Lines of the Rapid Transit Railroad of The City of New York, to the 30th day of November, 1907, amounting to forty thousand five hundred and ninety-six dollars and ninety-seven cents (\$40,596.97), and

Whereas, Henry B. Seaman, Chief Engineer, has certified that the work done and the materials furnished have been done and furnished in accordance with the terms of the contract, that the value has been ascertained relatively to the contract value of the whole work, and that no certificate has been previously made for such work and materials;

Resolved, That this Commission hereby approves the said requisition and directs that a voucher in due form be drawn on the Comptroller for the said amount.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

(7)

2095
The Secretary presented the following requisition of the Bradley Contracting Company, together with the certificate of the Chief Engineer approving same:

BRADLEY CONTRACTING COMPANY,
OFFICE OF THE CONTRACTOR,
SIXTY-EIGHTH STREET AND NORTH RIVER.
NEW YORK, December 3, 1907.

Requisition No. 1—For work done and materials furnished under contract dated June 27, 1907, for the construction of pipe galleries on Section No. 9-0-5 of the Brooklyn Loop Lines of the Rapid Transit Railroad of The City of New York, to 30th day of November:

	For Month.	Total.
Total to date relative to the contract value of the whole work.....	\$4,166 50	\$4,166 50
Amount previously estimated.....
Amount of present estimate.....	\$4,166 50	\$4,166 50
Deduct 10 per cent.....	416 65	416 65

	\$3,749 85	\$3,749 85

Requisition for amount due for work done and materials furnished during the month.

BRADLEY CONTRACTING COMPANY,
By FRANK BRADLEY, President, Contractor.

Certificate No. 1.

I hereby certify that the work done and materials furnished under contract dated June 27, 1907, for the construction of pipe galleries on Section No. 9-0-5 of the Brooklyn Loop Lines of the Rapid Transit Railroad of The City of New York, for which Requisition No. 1, of date December 3, 1907, is made by the Bradley Contracting Company, the Contractor, has been done and furnished in accordance with the terms of the contract to the value of three thousand seven hundred and forty-nine dollars and eighty-five cents, that such value has been ascertained relatively to the contract value of the whole work, and that no certificate has previously been made for such work and materials.

HENRY B. SEAMAN,
Chief Engineer of the Public Service
Commission for the First District.

The following resolution was thereupon moved and duly seconded:

Whereas, The contractor, Bradley Contracting Company, has made requisition on this Commission, numbered No. 1, and dated December 3, 1907, for work done and materials furnished under contract dated June 27, 1907, for the construction of pipe galleries on section No. 9-0-5 of the Brooklyn Loop Lines of the Rapid Transit Railroad of The City of New York, to the 30th day of November, 1907, amounting to three thousand seven hundred and forty-nine dollars and eighty-five cents (\$3,749.85); and

Whereas, Henry B. Seaman, Chief Engineer, has certified that the work done and the materials furnished have been done and furnished in accordance with the terms of the contract, that the value has been ascertained relatively to the contract value of the whole work, and that no certificate has been previously made for such work and materials;

Resolved, That this Commission hereby approves the said requisition and directs that a voucher in due form be drawn on the Comptroller for the said amount.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

(8)

The Secretary presented a communication from the Property Owners' Association of the Twenty-third Ward, Borough of The Bronx, transmitting resolutions to the effect that as the Commission had approved and decided upon a line up Lexington avenue, with branches up Mott avenue and Jerome avenue, the most sparsely populated parts of the borough, and up Southern boulevard, the Association would oppose such system of subways, unless the formerly approved route up Park or Morris avenue be included; that the Association asked fair treatment for the populated sections, with the construction of the routes through those parts as laid out by the former Rapid Transit Commission, and approved by the Supreme Court; and that contracts for such routes should be awarded without delay. The communication was ordered filed.

(9)

The Secretary presented a communication from E. C. Bridgman, calling attention to the unlighted condition at night of the Clifton station on Staten Island.

On motion, the communication was referred to Commissioner McCarroll.

(10)

The Secretary presented the following report as to totals of accidents for the month of December:

Car collisions	216
Collisions with vehicles.....
Persons struck by cars.....	947
Boarding	438
Alighting	435
Employees	303
Other accidents	1,594
 Total	 3,993
 Serious—	 •
Killed	51
Fractured skulls	14
Amputated limbs	5
Broken limbs	36
Other serious	94
 Total	 200

(11)

Commissioner Bassett moved that the following final order be adopted by the Commission, which was duly seconded:

FINAL ORDER (No. 196).
In the Matter
of

The hearing on the motion of the Commission on the question of the adequacy of the service of the Brooklyn Heights Railroad Company and the Brooklyn Union Elevated Railroad Company in respect to the present service on the Jamaica avenue line of the said Brooklyn Heights Railroad Company and on the Lexington avenue line of the said Brooklyn Union Elevated Railroad Company.

Under order for hearing, made October 11, 1907.

An order having been made and filed herein November 18, 1907, being order No. 99, under and pursuant to an order for hearing made October 11, 1907, No. 38, and said order No. 99 having been duly served upon Brooklyn Heights Railroad Company and Brooklyn Union Elevated Railroad Company, and said Brooklyn Union Elevated Railroad Company having accepted said order No. 99 in part, but having applied in writing to this Commission for a modification of paragraph numbered (3) of said order No. 99, and an order having been made and filed the 20th day of December, 1907, order No. 165, modifying said paragraph (3) of said order No. 99, and said order No. 165 having been duly served upon said Brooklyn Union Elevated Railroad Company, and said company having made application in writing for a further modification of said paragraph numbered (3) of said order No. 99, and due deliberation having been had upon said application and upon all the proceedings herein, and it appearing to the Commission just and proper that said paragraph numbered (3) of said order No. 99 should be further modified in the manner hereinafter set forth,

Now, on motion of George S. Coleman, Esq., Counsel to the Commission, it is

Ordered, That the said paragraph numbered (3) of said order No. 99, dated November 18, 1907, as amended by said order No. 165, be and the same hereby is modified so as to read as follows:

(3) That the said company operate its Lexington avenue trains to and from Cypress Hills station, with a headway of not more than seven and one-half (7½) minutes between said trains, during the period between the morning and the evening rush hours, and operate its trains to Cypress Hills station upon the same headway during the period after the evening rush hours until 12 o'clock midnight; and that during the following periods said company make each of said trains a train of not less than four cars; from the ending of the morning rush hours to and including train leaving Cypress Hills station at 10:24 a. m.; from 2:30 p. m. to the beginning of the evening rush hours; from the end of the evening rush hours to and including the train leaving Cypress Hills station at 7:24 p. m.; further

Ordered, That this order shall take effect immediately; and it is further

Ordered, That this order shall continue in force until the 27th day of November, 1908, but without prejudice to an order for further or additional hearings and action thereon by the Commission in respect to anything herein described, prior to said 27th day of November, 1908; and it is further

Ordered, That before the 15th day of January, 1908, said Brooklyn Union Elevated Railroad Company notify the Public Service Commission for the First District whether the terms of this order and the terms of order No. 99, dated November 18, 1907, as herein modified and amended, are accepted and will be obeyed.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

(12)

O-197
Commissioner Bassett moved that the following Order for Rehearing be adopted by the Commission, which was duly seconded:

ORDER FOR REHEARING (No. 197).

South Brooklyn Board of Trade,
Complainant,
against
Coney Island and Brooklyn Railroad Company,
Defendant.

Matter of rehearing on matters contained in Order No. 164, entered December 20, 1907.

An order having been made and filed herein December 20, 1907, No. 164, under and pursuant to an order for hearing made November 20, 1907, No. 104, and said Order No. 164 having been duly served upon the Coney Island and Brooklyn Railroad Company, the same to take effect immediately, and the said Coney Island and Brooklyn Railroad Company having, on December 28, 1907, applied in writing to this Commission for a rehearing in respect to some of the matters contained in paragraphs numbered (1), (2) and (3) of said Order No. 164, and said Coney Island and Brooklyn Railroad Company having accepted and undertaken to obey the provisions of said order, except as to the matters upon which such rehearing was requested, and sufficient reason for said rehearing being made to appear;

Ordered, That said request for hearing be granted and that said rehearing upon the matters contained in said paragraphs numbered (1), (2) and (3) of said Order No. 164, entered and filed on December 20, 1907, be held on the 23d day of January, 1908, at 2:30 o'clock in the afternoon, or at any time or times to which the same may be adjourned, at the rooms of the Commission, No. 154 Nassau street, Borough of Manhattan, City and State of New York, to determine, after such rehearing and after consideration of the facts, including those arising since the making of Order No. 164, whether the original Order No. 164 is unjust or unwarranted in respect to any of the following requirements, viz.:

- (1) For the maintaining of gear cases half full of gear grease or other lubricant;
- (2) For the immediate replacement of flat wheels;
- (3) For varnishing the interior of all cars;

— and to determine whether said Order No. 164 shall be abrogated, changed or modified in such respects, and if such abrogation, changes or modifications are found to be such as ought to be made, then to determine the nature and extent of changes and modifications of the said order and to determine the time of taking effect of the order as changed or modified.

All to the end that the Commission may make such order or orders in the premises as shall be just and reasonable.

Further ordered, That the said Coney Island and Brooklyn Railroad Company be given at least ten days' notice of such rehearing by service upon it, either personally or by mail, of a certified copy of this order, and that at such rehearing said company shall be afforded all reasonable opportunity for presenting evidence and examining and cross-examining witnesses as to the matters aforesaid.

Further ordered, That pending such rehearing and the entry of an order by this Commission upon such rehearing, the requirements of said Order No. 164 in respect to the matters hereinbefore mentioned, be and the same hereby are stayed.

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

ORDER (No. 198).

(13)

O-198
On motion, duly seconded, it was

Resolved, That the Brooklyn Union Elevated Railroad Company be required to make answers by Saturday, January 11, 1908, at 12 o'clock, to the following questions:

1. Whether the number of trains operated on the Brooklyn Bridge during rush hours on January 9, 1908, was greater or less than usual, and if the maximum was not operated, the reasons therefor.

2. What are the plans of the company as to the number of local trains to be operated on the Brooklyn Bridge during rush hours, until such time as the company will begin the operation of through trains?

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

(14)

Commissioner Maltbie—"Mr. Chairman, in November a public hearing was held to receive suggestions as to changes in the existing Rapid Transit Law. This hearing was not largely attended, and since that time several requests have been received from organizations and citizens for an opportunity of presenting further suggestions to the Commission. The present is a peculiarly opportune time to hold a further hearing for the public discussion of the several propositions that have been made for the amendment of the law.

In view of these facts, I move that a public hearing be held on Friday, January 17, at 2 p. m., at which time such organizations and citizens as may wish to appear shall be given an opportunity to discuss the provisions of the Rapid Transit Law, so far as it relates to the construction, equipment and operation of subways, either by the City or by private corporations, and that a memorandum be prepared of the subjects and questions to be discussed at this hearing."

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

TRAVIS H. WHITNEY, SECRETARY.

—
PROCEEDINGS OF THE

PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT,

SATURDAY, JANUARY 11, 1908,

AT TRIBUNE BUILDING, 154 NASSAU STREET,

BOROUGH OF MANHATTAN, CITY OF NEW YORK.

There were present—Chairman William R. Willcox, Commissioners William McCarroll, Edward M. Bassett, Milo R. Maltbie, John E. Eustis.

ORDER (No. 199).

(1)

O-199
On motion, duly seconded, it was

Resolved, That the Interborough Rapid Transit Company be required to make answer to the following questions by Monday, January 13, 1908, at 11 a. m.:

1. At what hour did the company or any of its officers receive orders or directions from the Fire, Police or other City Departments, not to operate trains through the subway at Twentieth street, on Saturday, January 11?

2. What plans were thereupon made to give notice to the public that through service was not to be rendered?

3. At what stations was the public given notice of lack of through service, outside of the stations, or before members of the public had bought tickets or had deposited them in ticket boxes; and at what stations was notice given only on station platforms of the limitation of service?

4. What plans were made for increasing service on the elevated lines in view of the lack of service on the subway?

Ayes—Commissioners Willcox, McCarroll, Bassett, Maltbie, Eustis.

Nays—None.

Carried.

(2) 1817
The following application was presented, and, on motion, referred to the Counsel to the Commission:

January 11, 1908.

Public Service Commission, First District, No. 154 Nassau Street, New York City:

GENTLEMEN—On behalf of the Brooklyn Union Elevated Railroad Company, application is hereby made to your Honorable Commission for authority to abandon two elevated stations of the Fulton street line, to wit:

Court street station, at the junction of Court and Fulton streets, and Boerum place station, at junction of Boerum place and Fulton street, such abandonment to depend on procurement from the City authorities of the right to construct a station about midway between the two above named, which will, both as to capacity and location, much better serve the requirements of traffic at that point and especially facilitate the transfer of passengers between elevated and subway lines at the City Hall station.

Application is now being made to the City authorities for a permit to establish this station, as shown on blue print herewith accompanying this application.

Yours truly,
E. W. WINTERS.

— TRAVIS H. WHITNEY, SECRETARY.

CITY CHAMBERLAIN.

January 13, 1908.

As provided in chapter 729 of the Laws of 1905, as amended, I have this day paid into the General Fund of The City of New York the sum of three hundred and thirty-five thousand three hundred and thirty-seven dollars and nine cents (\$335,337.09), which is one-half of the net amount of mortgage tax collected for the quarter ending December 31, 1907.

Below is a detailed statement.

OFFICE OF THE CITY CHAMBERLAIN—MORTGAGE TAX ACCOUNT.

Receipts.

New York County, October, 1907.....	\$113,723 93
New York County, November, 1907.....	159,500 23
New York County, December, 1907.....	174,853 26
	<hr/>
Kings County, October, 1907.....	\$61,721 76
Kings County, November, 1907.....	53,990 43
Kings County, December, 1907.....	64,723 04
	<hr/>
Queens County, October, 1907.....	\$16,187 40
Queens County, November, 1907.....	11,719 69
Queens County, December, 1907.....	9,278 44
	<hr/>
Richmond County, October, 1907.....	\$1,713 00
Richmond County, November, 1907.....	2,135 00
Richmond County, December, 1907.....	1,428 00
	<hr/>
	5,276 00
	<hr/>
	\$670,974 18

Disbursements.

Bank Messenger, salary, October, 1907.....	\$100 00
Bank Messenger, salary, November, 1907.....	100 00
Bank Messenger, salary, December, 1907.....	100 00
Treasurer of the State of New York.....	335,337 09
Chamberlain of The City of New York.....	335,337 09
	<hr/>
	\$670,974 18

JAMES J. MARTIN, Chamberlain.

CHANGES IN DEPARTMENTS, ETC.

FIRE DEPARTMENT.

January 11—

Appointed.

Boroughs of Manhattan and The Bronx.

As ununiformed Firemen, for a probationary period of one month, with salary at the rate of \$800 per annum:

To take effect January 8, 1908:

Peter Toner, assigned to Engine Company 4.

Edward A. Smiley, assigned to Engine Company 6.

Joseph F. Perkins, assigned to Engine Company 7.

Richard A. Hughes, assigned to Engine Company 8.

Joseph M. Muery, assigned to Engine Company 12.

James J. Doyle, assigned to Engine Company 12.

Alphonse F. Quinn, assigned to Engine Company 15.

Nicholas G. Comastri, assigned to Engine Company 15.

James P. Malone, assigned to Engine Company 17.

Charles A. Thomson, assigned to Engine Company 21.

Philip McGuire, Jr., assigned to Engine Company 25.

Ernest P. McCallen, assigned to Engine Company 26.

Francis R. Williams, assigned to Engine Company 30.

Edward Gehle, assigned to Engine Company 31.

Joseph P. Russell, assigned to Engine Company 34.

William B. Dolan, assigned to Engine Company 34.

Albert E. Robertson, assigned to Engine Company 55.

Lawrence F. Kelly, assigned to Engine Company 72.

John McNulty, assigned to Engine Company 72.

Pierre J. Moran, assigned to Engine Company 74.

Michael Conway, assigned to Hook and Ladder Company 1.

Martin von Bartheld, assigned to Hook and Ladder Company 2.

Michael Flynn, assigned to Hook and Ladder Company 6.

Richard V. Conway, assigned to Hook and Ladder Company 8.

Charles H. Colberg, assigned to Hook and Ladder Company 9.

Leonard Berroth, assigned to Hook and Ladder Company 10.

Joseph O'Hara, assigned to Hook and Ladder Company 10.

John D. Kennedy assigned to Hook and Ladder Company 10.

Thomas Sheridan, assigned to Hook and Ladder Company 11.

Joseph F. Dunleavy, assigned to Hook and Ladder Company 15.

James J. Canning, assigned to Hook and Ladder Company 12.

Charles F. Wendt, assigned to Hook and Ladder Company 15.

Allen Smith, assigned to Hook and Ladder Company 20.

John J. Duggan, assigned to Hook and Ladder Company 21.

John Corry, assigned to Hook and Ladder Company 21.

To take effect January 11, 1908:

John M. Dolan, assigned to Engine Company 6.

Evan A. Mattson, assigned to Engine Company 16.

John D. Wanzer, assigned to Engine Company 20.

George Pearsall, assigned to Engine Company 20.

Frederick J. Kranz, assigned to Engine Company 18.

Charles J. Groh, assigned to Hook and Ladder Company 5.

George H. McGuire, assigned to Hook and Ladder Company 7.

Edwin H. Uhlig, assigned to Hook and Ladder Company 12.

David J. Orr, assigned to Hook and Ladder Company 15.

Thomas Walsh, assigned to Hook and Ladder Company 18.

Appointed.

Boroughs of Manhattan and The Bronx.

As ununiformed Fireman for a probationary period of one month from the 9th inst.:

Frederick Porth, assigned to Engine Company 25.

Resigned.

Boroughs of Manhattan and The Bronx.

Fireman fourth grade Edward J. Flynn, Hook and Ladder Company 15, to take effect 8 a. m., January 10, 1908.

Retired on One-Third Pay.

Boroughs of Manhattan and The Bronx.

For total and permanent physical disability, not caused in or induced by the actual performance of the duties of his position, occurring before the expiration of ten years' continuous service in the uniformed force:

Foreman Michael McCormick, Engine Company 15, on \$720 per annum, to take effect January 11, 1908.

Transfer in Position.

Boroughs of Brooklyn and Queens.

Pursuant to the provisions of Civil Service Rule XIX., and with the approval of the Municipal Civil Service Commission, contained in communication of November 19, 1907, Laborers (Groundmen) William Neefeldt and David Terhune, Fire Alarm Telegraph Bureau, have been transferred to the position of Batterymen, with salary each at the rate of \$1,000 per annum, to take effect from January 1, 1908.

TENEMENT HOUSE DEPARTMENT.

January 11—Transferred, Andrew F. McNamara, No. 25 West Ninety-eighth street, Clerk, salary \$1,050 per annum, to Bureau of Buildings, Borough of Brooklyn. This transfer to take effect on January 11, 1908.

BOARD OF WATER SUPPLY.

January 10—On December 20, 1907, Commissioner Shaw granted leave of absence, without pay, to William G. Clossen, Topographical Draughtsman, from December 22 to 31, inclusive. At the meeting of the Board held December 31, 1907, this action of Commissioner Shaw was confirmed.

At the same meeting of this Board the following action was taken:

The following leaves of absence, without pay, were granted:

Gertrude E. Camp, Stenographer and Typewriter, one month, commencing December 16, 1907.

James F. Murphy, Topographical Draughtsman, one month, commencing January 1, 1908.

The following resignations were accepted:

Max C. Fero, Laborer, December 14, 1907.

George H. Windrum, Laborer, December 14, 1907.

Walter E. Bogert, Laborer, December 14, 1907.

Jacob W. Beesmer, Laborer, December 14, 1907.

William Cole, Laborer, December 14, 1907.

Ralph B. Moore, Laborer, December 17, 1907.

Sheridan Tompkins, Laborer, December 17, 1907.

George Sachs, Laborer, December 17, 1907.

Charles Snyder, Laborer, December 18, 1907.

James C. Smedes, Laborer, December 20, 1907.

Alonzo Barton, Laborer, December 20, 1907.

Franklyn P. Marquit, Laborer, December 20, 1907.

Martin C. Nilon, Laborer, December 21, 1907.

James Hughes, Laborer, December 21, 1907.

Neil R. Windrum, Laborer, December 21, 1907.

Clarence T. Frame, Laborer, December 24, 1907.

Arthur Trowbridge, Laborer, December 24, 1907.

Thomas W. Higgins, Laborer, December 24, 1907.

David H. Hill, Laborer, December 24, 1907.

George W. Hopper, Laborer, December 31, 1907.

James D. DeWitt, Laborer, December 31, 1907.

George Clearwater, Laborer, December 31, 1907.

William D. Vandermark, Laborer, December 31, 1907.

Thomas V. Joseph, Laborer, December 31, 1907.

Walter Conner, Laborer, December 31, 1907.

Benjamin B. Johnson, Laborer, December 31, 1907.

Michael M. Sullivan, Laborer, December 31, 1907.

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Elections of The City of New York, at a compensation at the rate of \$1,500 per annum, until otherwise ordered, said appointment to take effect January 2, 1908.

DEPARTMENT OF BRIDGES.

January 13—Resignation of Miss Ida A. Miller, No. 96 Monroe street, Brooklyn, as Stenographer and Typewriter, to take effect December 31, 1907, accepted, there being no fault or delinquency on her part.

CHAMBERS OF THE SURROGATES' COURT.

January 10—Resignation on the 1st inst. of Murray R. Fonda, a Record Clerk in this office, at a salary of \$1,000 per annum; transfer to the office of the Register on the same date of Joseph E. Finn, a Recording Clerk, at \$1,000 per annum; appointment of Dennis J. Conroy, No. 322 East Thirty-seventh street, from the State Civil Service list, to be Recording Clerk, at \$1,000 per annum, which took place on the 6th inst., and resignation of William E. Rooney as Recording Clerk, at \$1,000 per annum, which took place on the 8th inst.



OFFICIAL DIRECTORY.

STATEMENT OF THE HOURS DURING WHICH the Public Offices in the City are open for business and at which the Courts regularly meet and adjourn, as well as the places where such offices are kept and such Courts are held, together with the heads of Departments and Courts.

CITY OFFICES.

MAYOR'S OFFICE.

No. 5 City Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 8200 Cortlandt.
GEORGE B. McCLELLAN, Mayor.
Frank M. O'Brien, Secretary.
William A. Willis, Executive Secretary.
James A. Rierdon, Chief Clerk and Bond and Warrant Clerk.

BUREAU OF WEIGHTS AND MEASURES.
Room 7, City Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 8200 Cortlandt.
Patrick Derry, Chief of Bureau.

BUREAU OF LICENSES.
9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 8200 Cortlandt.
John P. Corrigan, Chief of Bureau.
Principal Office, Room 1, City Hall. Gaetano D'Amato, Deputy Chief, Boroughs of Manhattan and The Bronx.
Branch Office, Room 12, Borough Hall, Brooklyn. Daniel J. Griffin, Deputy Chief, Borough of Brooklyn.

Branch Office, Richmond Borough Hall, Room 23, New Brighton, S. I. William R. Woelfle, Financial Clerk, Borough of Richmond.
Branch Office, Hackett Building, Long Island City, Borough of Queens.

AQUEDUCT COMMISSIONERS.

Room 207, No. 280 Broadway, 5th floor, 9 a. m. to 4 p. m.
Telephone, 1042 Worth.
The Mayor, the Comptroller, ex-officio, Commissioners John F. Cowan (President), William H. Ten Eyck, John J. Ryan and John P. Windolph; Harry W. Walker, Secretary; Walter H. Sears, Chief Engineer.

ARMORY BOARD.

Mayor George B. McClellan, the President of the Board of Aldermen, Patrick F. McGowan, Brigadier-General James McLeer, Brigadier-General George Moore Smith, the President of the Department of Taxes and Assessments, Lawson Purdy.
Harrie Davis, Secretary, Room 6, Basement, Hall of Records, Chambers and Centre streets.

Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 3900 Worth.

ART COMMISSION.

City Hall, Room 21.
Telephone call, 1107 Cortlandt.
Howard Mansfield, Secretary; A. Augustus Healy, President of the Brooklyn Institute of Arts and Sciences; George B. McClellan, Mayor of The City of New York; J. Pierpont Morgan, President of Metropolitan Museum of Art; John Bigelow, President of New York Public Library; F. D. Millet, Painter; John J. Boyle, Sculptor; Arnold W. Brunner, Architect; John B. Pine, Charles Howard Russell.
John Quincy Adams, Assistant Secretary.

BELLEVUE AND ALLIED HOSPITALS.
Office, Bellevue Hospital.
Telephone, 4400 Madison Square.
Board of Trustees—Dr. John W. Brannan, President; James K. Paulding, Secretary; Arden M. Robbins, Samuel Sachs, Leopold Stern, Theodore E. Tack, Myles Tierney, Robert W. Heberd, ex-officio. General Medical Superintendent, S. T. Armstrong, M. D.

BOARD OF ALDERMEN.

No. 11 City Hall, 10 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m.
Telephone, 7560 Cortlandt.
Patrick F. McGowan, President.
P. J. Scully, City Clerk.

BOARD OF ASSESSORS.

Office, No. 320 Broadway, 9 a. m. to 4 p. m.; Saturdays, 12 m.
Antonio Zucca.
Paul Weimann.
James H. Kennedy.
William H. Jasper, Secretary.
Telephone, 29, 30 and 31 Worth.

BOARD OF ELECTIONS.

Headquarters, General Office, No. 107 West Forty-first street.
Commissioners—John T. Dooling (President), Charles B. Page (Secretary), John Maguire, Rudolph C. Fuller.
A. C. Allen, Chief Clerk.

BOROUGH OFFICES.

Manhattan.
No. 112 West Forty-second street.
William C. Baxter, Chief Clerk.

The Bronx.

One Hundred and Thirty-eighth street and Mott avenue (Solingen Building).
Cornelius A. Bunner, Chief Clerk.

Brooklyn.

No. 42 Court street (Temple Bar Building).
George Russell, Chief Clerk.

Queens.

No. 46 Jackson avenue, Long Island City.
Carl Voegel, Chief Clerk.

Richmond.

Borough Hall, New Brighton, S. I.
Alexander M. Ross, Chief Clerk.
All offices open from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

BOARD OF ESTIMATE AND APPORTIONMENT.

The Mayor, Chairman; the Comptroller, President of the Board of Aldermen; President of the Borough of Manhattan; President of the Borough of Brooklyn; President of the Borough of The Bronx; President of the Borough of Queens; President of the Borough of Richmond.

OFFICE OF THE SECRETARY.

No. 277 Broadway, Room 1406. Telephone, 2280 Worth.
Joseph Haag, Secretary; William M. Lawrence, Assistant Secretary. Charles V. Ade, Clerk to Board.

OFFICE OF THE CHIEF ENGINEER.

Nelson P. Lewis, Chief Engineer, No. 277 Broadway, Room 1408. Telephone, 2281 Worth.
Arthur S. Tuttle, Engineer in charge Division of Public Improvements, No. 277 Broadway, Room 1408. Telephone, 2281 Worth.
Harry P. Nichols, Engineer in charge Division of Franchises, No. 277 Broadway, Room 801. Telephone, 2282 Worth.

BOARD OF EXAMINERS.

Rooms 6027 and 6028 Metropolitan Building, No. 1 Madison avenue, Borough of Manhattan, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 5840 Gramercy.
Warren A. Conover, Charles Buek, Lewis Hardin, Charles G. Smith, Edward F. Croker, Henry R. Marshall, and George A. Just, Chairman.
Edward V. Barton, Clerk.
Board meeting every Tuesday at 2 p. m.

BOARD OF REVISION OF ASSESSMENTS.

Herman A. Metz, Comptroller.
Francis K. Pendleton, Corporation Counsel.
Lawson Purdy, President of the Department of Taxes and Assessments.
Henry J. Storrs, Chief Clerk, Finance Department, No. 280 Broadway.
Telephone, 1200 Worth.

BOARD OF WATER SUPPLY.

Office, No. 299 Broadway.
J. Edward Simmons, Charles N. Chadwick, Charles A. Shaw, Commissioners.
Thomas Hassett, Secretary.
J. Waldo Smith, Chief Engineer.

COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115 Stewart Building, No. 280 Broadway, 9 a. m. to 4 p. m.
Telephone, 4315 Worth.
John Purroy Mitchel, Philip B. Gaynor, Commissioners.

CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.
Office of the Commission, Room 138, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City.
Commissioners—William E. Stillings, George C. Norton, Lewis A. Abrams.
Lamont McLoughlin, Clerk.
Regular advertised meetings on Monday, Wednesday and Friday of each week at 2 o'clock p. m.

CITY CLERK AND CLERK OF THE BOARD OF ALDERMEN.

City Hall, Rooms 11, 12, 10 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m.
Telephone, 7560 Cortlandt.

P. J. Scully, City Clerk and Clerk of the Board of Aldermen.
Joseph F. Prendergast, First Deputy City Clerk.
John T. Oakley, Chief Clerk of the Board of Aldermen.
Joseph V. Sculley, Clerk, Borough of Brooklyn.
Thomas J. McCabe, Deputy City Clerk, Borough of The Bronx.

William R. Zimmerman, Deputy City Clerk, Borough of Queens.
Joseph F. O'Grady, Deputy City Clerk, Borough of Richmond.

CITY RECORD OFFICE.

BUREAU OF PRINTING, STATIONERY AND BLANK BOOKS.
Supervisor's Office, Park Row Building, No. 21 Park Row. Entrance, Room 807, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 1505 and 1506 Cortlandt. Supply Room, No. 2 City Hall.
Patrick J. Tracy, Supervisor; Henry McMillen, Deputy Supervisor; C. McKemie, Secretary.

COMMISSIONER OF LICENSES.

Office, No. 277 Broadway.
John N. Bogart, Commissioner.
James P. Archibald, Deputy Commissioner.
John J. Caldwell, Secretary.
Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 2828 Worth.

COMMISSIONERS OF SINKING FUND.

George B. McClellan, Mayor, Chairman; Herman A. Metz, Comptroller; James J. Martin, Chamberlain; Patrick F. McGowan, President of the Board of Aldermen, and John R. Davies, Chairman Finance Committee, Board of Aldermen, Members; N. Taylor Phillips, Deputy Comptroller, Secretary. Office of Secretary, Room 12, Stewart Building. Telephone, 1200 Worth.

DEPARTMENT OF BRIDGES.

No. 13-21 Park Row.
James W. Stevenson, Commissioner.
John H. Little, Deputy Commissioner.
Edgar E. Schiff, Secretary.
Office hours, 9 a. m. to 4 p. m.
Saturdays, 9 a. m. to 12 m.
Telephone, 6080 Cortlandt.

DEPARTMENT OF CORRECTION.

CENTRAL OFFICE.
No. 148 East Twentieth street. Office hours from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 1047 Gramercy.
John V. Coggey, Commissioner.
George W. Meyer, Deputy Commissioner.
John B. Fitzgerald, Secretary.

DEPARTMENT OF DOCKS AND FERRIES.

Pier "A," N. R., Battery place.
Telephone, 300 Rector.
John A. Bensel, Commissioner.
Denis A. Judge, Deputy Commissioner.
Joseph W. Savage, Secretary.
Office hours, 9 a. m. to 4 p. m.; Saturdays, 12 m.

DEPARTMENT OF EDUCATION.

BOARD OF EDUCATION.
Park avenue and Fifty-ninth street, Borough of Manhattan, 9 a. m. to 5 p. m. (in the month of August, 9 a. m. to 4 p. m.); Saturdays, 9 a. m. to 12 m.
Telephone, 5580 Plaza.
Richard H. Adams, Richard B. Aldcroft, Jr.; Nicholas J. Barrett, Charles E. Bruce, M. D.; Joseph E. Cosgrove, Frederic R. Couder, Francis W. Crowninshield, Francis P. Cunningham, Thomas M. De Laney, Samuel B. Donnelly, Horace E. Dresser, A. Leo Everett, Alexander Ferris, Joseph Nicola Francolini, George Freifeld, George J. Gillespie, John Greene, Robert L. Harrison, Louis Haupt, M. D.; Thomas J. Higgins, Arthur Hollick, Charles H. Ingalls, Nathan S. Jonas, Hugo Kanzler, Max Katzenberg, John C. Kelley, Alrick H. Man, Clement March, Mitchell May, Dennis J. McDonald, M. D.; Thomas J. O'Donohue, Frank H. Partridge, George W. Schaeidle, Henry H. Sherman, Arthur S. Somers, Abraham Stern, M. Samuel Stern, Cornelius J. Sullivan, Michael J. Sullivan, Bernard Suydam, Rupert B. Thomas, John R. Thompson, George W. Wingate, Egerton L. Winthrop, Jr., members of the Board.
Egerton L. Winthrop, Jr., President.
John Greene, Vice-President.
A. Emerson Palmer, Secretary.
Fred H. Johnson, Assistant Secretary.
C. B. J. Snyder, Superintendent of School Buildings.

Patrick Jones, Superintendent of School Supplies.
Henry R. M. Cook, Auditor.
Thomas A. Dillon, Chief Clerk.
Henry M. Leipziger, Supervisor of Lectures.
Claude G. Leland, Superintendent of Libraries.

BOARD OF SUPERINTENDENTS.

William H. Maxwell, City Superintendent of Schools, and George S. Davis, Andrew W. Edson, Clarence E. Meloney, Thomas S. O'Brien, Edward B. Shallow, Edward L. Stevens, Gustave Straubmuller, John H. Walsh, Associate City Superintendents.

DISTRICT SUPERINTENDENTS.

Darwin L. Bardwell, William A. Campbell, John J. Chickering, John W. Davis, John Dwyer, James M. Edsall, Matthew J. Elgas, Edward D. Farrell, Cornelius D. Franklin, John Griffin, M. D.; John H. Haaren, John L. N. Hunt, Henry W. Jameson, James Lee, Charles W. Lyon, James J. McCabe, William J. O'Shea, Julia Richman, Alfred T. Schaufler, Albert Shiels, Edgar Dube Shimer, Seth T. Stewart, Edward W. Stitt, Grace C. Strachan, Joseph S. Taylor, Evangeline E. Whitney.

BOARD OF EXAMINERS.

William H. Maxwell, City Superintendent of Schools, and James C. Byrnes, Walter L. Hervey, Jerome A. O'Connell, George J. Smith, Examiners.

DEPARTMENT OF FINANCE.

Stewart Building, Chambers street and Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Telephone, 1200 Worth.

Herman A. Metz, Comptroller.
John H. McCooey and N. Taylor Phillips, Deputy Comptrollers.

Hubert L. Smith, Assistant Deputy Comptroller.
Oliver E. Stanton, Secretary to Comptroller.

MAIN DIVISION.

H. J. Storrs, Chief Clerk, Room 11.

BOOKKEEPING AND AWARDS DIVISION.

Frank W. Smith, Chief Accountant and Bookkeeper, Room 8.

STOCK AND BOND DIVISION.

James J. Sullivan, Chief Stock and Bond Clerk, Room 85.

BUREAU OF AUDIT—MAIN DIVISION.

P. H. Quinn, Chief Auditor of Accounts, Room 27.

LAW AND ADJUSTMENT DIVISION.

Jeremiah T. Mahoney, Auditor of Accounts, Room 185.

BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS.

Charles S. Hervey, Supervising Statistician and Examiner, Room 180.

CHARITABLE INSTITUTIONS DIVISION.

Daniel C. Potter, Chief Examiner of Accounts of Institutions, Room 38.

OFFICE OF THE CITY PAYMASTER.

No. 83 Chambers street and No. 65 Reade street.
John H. Timmerman, City Paymaster.

ENGINEERING DIVISION.

Stewart Building, Chambers street and Broadway, Chandler Withington, Chief Engineer, Room 55.

DIVISION OF REAL ESTATE.

Thomas F. Byrnes, Mortimer J. Brown, Appraisers of Real Estate, Room 157.

BUREAU FOR THE COLLECTION OF TAXES.

Borough of Manhattan—Stewart Building, Room O.
David E. Austen, Receiver of Taxes.
John J. McDonough and William H. Loughran, Deputy Receivers of Taxes.

Borough of The Bronx—Municipal Building, Third and Tremont avenues.

John B. Underhill and Stephen A. Nugent, Deputy Receivers of Taxes.

DEPARTMENT OF STREET CLEANING.

Nos. 13 to 21 Park row, 9 a. m. to 4 p. m.
Telephone, 3863 Cortlandt.
Foster Crowell, Commissioner.
William H. Edwards, Deputy Commissioner.
John J. O'Brien, Chief Clerk.

DEPARTMENT OF TAXES AND ASSESSMENTS.

Hall of Records, corner of Chambers and Centre streets. Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.
Commissioners Lawson Purdy, President; Frank Raymond, Nicholas Muller, James H. Tully, Charles Putzel, Thomas L. Hamilton, Hugh Hastings.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

Nos. 13 to 21 Park row, 9 a. m. to 4 p. m.
Telephones, Manhattan, 8520 Cortlandt; Brooklyn, 3980 Main; Queens, 439 Greenpoint; Richmond, 94 Tompkinsville; Bronx, 62 Tremont.
John H. O'Brien, Commissioner.
M. F. Loughman, Deputy Commissioner.
John F. Garvey, Secretary to Department.
I. M. de Varona, Chief Engineer.
George W. Birdsall, Consulting Hydraulic Engineer.
George F. Sever, Consulting Electrical Engineer.
Charles F. Lacombe, Chief Engineer of Light and Power.
Michael C. Padden, Water Register, Manhattan.
William A. Hawley, Secretary to Commissioner.
William C. Cozier, Deputy Commissioner, Borough of Brooklyn, Municipal Building, Brooklyn.
John W. McKay, Acting Chief Engineer, Brooklyn.
William R. McGuire, Water Register, Brooklyn.
Michael Hecht, Deputy Commissioner, Borough of The Bronx, Crotona Park Building, One Hundred and Seventy-seventh street and Third avenue.
Thomas M. Lynch, Water Register, The Bronx.
Charles C. Wissel, Deputy Commissioner, Borough of Queens, Hackett Building, Long Island City.
Charles J. McCormack, Deputy Commissioner, Borough of Richmond, Borough Hall, St. George, S. I.
John W. McKay, Acting Chief Engineer, Borough of Richmond, Borough Hall, St. George, S. I.

EXAMINING BOARD OF PLUMBERS.

Bartholomew F. Donohoe, President; John J. Moore, Secretary; John J. Dunn, Treasurer; ex-officio, Horace Loomis and Matthew E. Healy.
Rooms Nos. 14, 15 and 16 Aldrich Building, Nos. 140 and 151 Church street.
Office open during business hours every day in the year (except legal holidays). Examinations are held on Monday, Wednesday and Friday after 1 p. m.

FIRE DEPARTMENT.

Office hours for all, except where otherwise noted, from 9 a. m. to 4 p. m.; Saturdays 12 m.

HEADQUARTERS.

Nos. 157 and 159 East Sixty-seventh street, Manhattan.
Telephone, 2230 Plaza, Manhattan; 2356 Main, Brooklyn.

Francis J. Lantry, Commissioner.
Hugh Bonner, Deputy Commissioner.
Charles C. Wise, Deputy Commissioner, Boroughs of Brooklyn and Queens.
William A. Larney, Secretary; Michael J. Healion, Secretary to the Commissioner; George F. Dobson, Jr., Secretary to the Deputy Commissioner, Boroughs of Brooklyn and Queens.

Edward F. Croker, Chief of Department.
Thomas Lally, Deputy Chief of Department in charge, Boroughs of Brooklyn and Queens.
Joseph L. Burke, Inspector of Combustibles, Nos. 157 and 159 East Sixty-seventh street, Manhattan.
Telephone, 640 Plaza.

Franz S. Wolf, Inspector of Combustibles, Boroughs of Brooklyn and Queens, Nos. 365 and 367 Jay street, Brooklyn. Telephone 3520 Main.

Peter Seery, Fire Marshal, Boroughs of Manhattan, The Bronx and Richmond.

William L. Beers, Fire Marshal, Boroughs of Brooklyn and Queens.

Andrew P. Martin, Inspector in charge of Fire Alarm Telegraph Bureau.

William T. Beggin, Chief of Battalion in charge, Bureau of Violations and Auxiliary Fire Appliances, Boroughs of Manhattan, The Bronx and Richmond, Nos. 157 and 159 East Sixty-seventh street, Manhattan, Brooklyn and Queens, Nos. 365 and 367 Jay street, Brooklyn.

Central Office open at all hours.

LAW DEPARTMENT.

OFFICE OF CORPORATION COUNSEL.

Hall of Records, Chambers and Centre streets, 6th, 7th and 8th floors, 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m.

Telephone, 3900 Worth.

Francis K. Pendleton, Corporation Counsel.

Assistants—Theodore Connolly, George L. Sterling, Charles D. Olendorf, Franklin Chase Hoyt, William P. Burr, R. Percy Chittenden, John L. O'Brien, Terence Farley, Cornelius F. Collins, William Beers Crowell, John F. O'Brien, Edwin J. Freedman, Louis H. Hahl, Frank B. Pierce, Stephen O'Brien, Charles A. O'Neill, Edward S. Malone, Richard H. Mitchell, John Widdecombe, Edward J. McGoldrick, Thomas F. Byrne, Andrew T. Campbell, Jr., Arthur Sweeny, Curtis A. Peters, George P. Nicholson, Joel J. Squier, George H. Folwell, Alfred W. Booraem, Josiah A. Stover, Thomas F. Noonan, William H. King, Francis J. Byrne, Charles McIntyre, J. Gabriel Britt, Royal E. T. Riggs, Solon Barrick, J. Townsend Burden, Jr., Francis X. McQuade, William J. Clarke, John W. Goff, Jr., Ricardo M. de Acosta, Leonce Fuller, Charles W. Miller, Henry S. Johnston, William H. Doherty, Addison B. Scoville, Francis Martin, Henry W. Mayo, Philip N. Harrison, Loring T. Hildreth, Frank E. Smith, Alexander L. Strouse.

Secretary to the Corporation Counsel—Lawrason Riggs, Jr.

Chief Clerk—Andrew T. Campbell.

BROOKLYN OFFICE.

Borough Hall, 2d floor, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 2948 Main.

James D. Bell, Assistant in charge.

BUREAU OF STREET OPENINGS.

No. 90 West Broadway, 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.

Telephone, 8100 Cortlandt.

John P. Dunn, Assistant in charge.

BUREAU FOR THE RECOVERY OF PENALTIES.

No. 119 Nassau street, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 4526 Cortlandt.

Herman Stiel, Assistant in charge.

BUREAU FOR THE COLLECTION OF ARREARS OF PERSONAL TAXES.

No. 280 Broadway, 5th floor. Office hours for public, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 4585 Worth.

Geo. O'Reilly, Assistant in charge.

TENEMENT HOUSE BUREAU AND BUREAU OF BUILDINGS.

No. 44 East Twenty-third street, 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.
Telephone, 1661 Gramercy.

John P. O'Brien, Assistant in charge.

METROPOLITAN SEWERAGE COMMISSION.

Office, No. 17 Battery Place. Daniel Lewis, President, Olin H. Landreth, George A. Soper, Andrew J. Provost, Jr., Secretary, James H. Fuertes, Commissioners.
Telephone, 1694 Rector.

MUNICIPAL CIVIL SERVICE COMMISSION.

No. 209 Broadway, 9 a. m. to 4 p. m.
Frank L. Polk, President; R. Ross Appleton, Arthur J. O'Keeffe.
Frank A. Spencer, Secretary.

Labor Bureau.

No. 51 Lafayette street (old No. 61 Elm street).
Telephone, 2140 Worth.

MUNICIPAL EXPLOSIVES COMMISSION.

Nos. 157 and 159 East Sixty-seventh street, Headquarters Fire Department.
Hugh Bonner, Deputy Fire Commissioner and Chairman; William Montgomery, John Sherry, C. Andrade, Jr., Abram A. Breneman.

Franz S. Wolf, Secretary, No. 157 East Sixty-seventh street.

Stated meeting, Tuesday of each week, at 3 p. m.
Telephone, 640 Plaza.

POLICE DEPARTMENT.

CENTRAL OFFICE.

No. 300 Mulberry street, 9 a. m. to 4 p. m.
Telephone, 3100 Spring.

Theodore A. Bingham, Commissioner.
William F. Baker, First Deputy Commissioner.
Frederick H. Bugher, Second Deputy Commissioner.

Bert Hanson, Third Deputy Commissioner.
Daniel G. Slattery, Secretary to Commissioner.
William H. Kipp, Chief Clerk.

PUBLIC SERVICE COMMISSION.

The Public Service Commission for the First District, Tribune Building, No. 154 Nassau street, Manhattan.

Office hours, 8 a. m. to 11 p. m., every day in the year, including holidays and Sundays.

Public meetings of the Commission every day at 10:30 a. m. in the Public Hearing Room of the Commission, third floor of the Tribune Building, unless otherwise ordered.

Commissioners—William R. Willcox, Chairman; William McCarroll, Edward M. Bassett, Milo R. Maltbie, John E. Eustis, Counsel, Abel E. Blackmar, Secretary, Travis H. Whitney.

Telephone, 4150 Beekman.

TENEMENT HOUSE DEPARTMENT.

Manhattan Office, No. 44 East Twenty-third street.
Telephone, 5331 Gramercy.

Edmond J. Butler, Commissioner.

Harry G. Darwin, First Deputy Commissioner.

Bronx Office (Boroughs of Brooklyn, Queens and Richmond), Temple Bar Building, No. 44 Court street.

Telephone, 3825 Main.

John McKeown, Second Deputy Commissioner.
Bronx Office, Nos. 2804, 2806 and 2808 Third Avenue.

Telephone, 967 Melrose.

William B. Calvert, Superintendent.

BOROUGH OFFICES.

BOROUGH OF THE BRONX.

Office of the President, corner Third avenue and One Hundred and Seventy-seventh street; 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Louis F. Haffen, President.

Henry A. Gumbleton, Secretary.

John F. Murray, Commissioner of Public Works.

Peter J. Stumpf, Assistant Commissioner of Public Works.

Josiah A. Briggs, Chief Engineer.

Frederick Greifenberg, Principal Assistant Topographical Engineer.

Charles H. Graham, Engineer of Sewers.

Thomas H. O'Neil, Superintendent of Sewers.

Samuel C. Thompson, Engineer of Highways.

Patrick J. Reville, Superintendent of Buildings.

John A. Mason, Assistant Superintendent of Buildings.

Martin Geisler, Superintendent of Highways.

Albert H. Liebman, Superintendent of Public Buildings and Offices.

Telephone, 66 Tremont.

BOROUGH OF BROOKLYN.

President's Office, Nos. 15 and 16 Borough Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Bird S. Coler, President.

Charles Frederick Adams, Secretary.

John A. Heffernan, Private Secretary.

Desmond Dunne, Commissioner of Public Works.

David F. Moore, Superintendent of Buildings.

Thomas R. Farrell, Superintendent of the Bureau of Highways.

James Dunne, Superintendent of the Bureau of Sewers.

Joseph M. Lawrence, Superintendent of the Bureau of Public Buildings and Offices.

BOROUGH OF MANHATTAN.

Office of the President, Nos. 14, 15 and 16 City Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

John F. Ahearn, President.

Bernard Downing, Secretary.

Henry S. Thompson, Commissioner of Public Works.

Edward S. Murphy, Superintendent of Buildings.

James J. Hagan, Assistant Commissioner of Public Works.

George F. Scannell, Superintendent of Highways.

William J. Boyhan, Superintendent of Sewers.

BOROUGH OF QUEENS.

President's Office, Borough Hall, Jackson avenue and Fifth street, Long Island City; 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Joseph Berne, President.

Herman Ring, Secretary.

Lawrence Gresser, Commissioner of Public Works.

Alfred Denton, Assistant Commissioner of Public Works.

James P. Hicks, Superintendent of Highways.

Carl Berger, Superintendent of Buildings.

Joseph H. De Braga, Superintendent of Sewers.

Lucien Knapp, Superintendent of Street Cleaning.

Office, No. 48 Jackson avenue, Long Island City.

Mathew J. Goldner, Superintendent of Public Buildings and Offices. Office, Town Hall, Jamaica. Robert R. Crowell, Engineer Topographical Bureau. Office, No. 252 Jackson avenue, Long Island City. Telephone, 1000 Greenpoint.

BOROUGH OF RICHMOND.

President's Office, New Brighton, Staten Island. George Cromwell, President. Maybury Fleming, Secretary. Louis Lincoln Tribus, Consulting Engineer and Acting Commissioner of Public Works.

John Seaton, Superintendent of Buildings.

H. E. Buel, Superintendent of Highways.

John T. Fetherston, Superintendent of Street Cleaning.

Ernest H. Seehusen, Superintendent of Sewers.

John Timlin, Jr., Superintendent of Public Buildings and Offices.

George W. Tuttle, Principal Assistant Engineer, Bureau of Engineering—Topographical.

Theodor S. Oxholm, Principal Assistant Engineer, Bureau of Engineering—Construction.

Offices—Borough Hall, New Brighton, N. Y., 9 a. m. to 4 p. m. Saturdays, 9 a. m. to 12 m.

Telephone, 1000 Tompkinsville.

COUNTY JUDGE AND SURROGATE.

Terms of Court, Richmond County, 1908. County Courts—Stephen D. Stephens, County Judge. First Monday of June, Grand and Trial Jury. Second Monday of November, Grand and Trial Jury.

Fourth Wednesday of January, without a Jury. Fourth Wednesday of February, without a Jury. Fourth Wednesday of March, without a Jury. Fourth Wednesday of April, without a Jury. Fourth Wednesday of July, without a Jury. Fourth Wednesday of September, without a Jury. Fourth Wednesday of October, without a Jury. Surrogate's Court—Stephen D. Stephens, Surrogate.

Mondays, at the Borough Hall, St. George, at 10:30 o'clock a. m. Tuesdays, at the Borough Hall, St. George, at 10:30 o'clock a. m.

Wednesdays, at the Surrogate's Office, Richmond, at 10:30 o'clock a. m.

DISTRICT ATTORNEY.

Corn Exchange Bank Building, St. George, S. I. Samuel H. Evans. Telephone, 50 Tompkinsville.

SHERIFF.

County Court-house, Richmond, S. I. Office hours, 9 a. m. to 4 p. m. Joseph J. Barth.

THE COURTS.**APPELLATE DIVISION OF THE SUPREME COURT.****FIRST JUDICIAL DEPARTMENT.**

Court-house, Madison avenue, corner Twenty-fifth street. Court opens at 1 p. m. Edward Patterson, Presiding Justice, George L. Ingraham, Chester B. McLaughlin, Frank C. Laughlin, John Proctor Clarke, James W. Houghton; Francis M. Scott and John S. Lambert, Justices, Alfred Wagstaff, Clerk; William Lamb, Deputy Clerk.

Clerk's Office opens at 9 a. m.

SUPREME COURT—FIRST DEPARTMENT.

County Court-house, Chambers street. Court open from 10:15 a. m. to 4 p. m.

Special Term, Part I. (motions), Room No. 16.

Special Term, Part II. (ex parte business), Room No. 13.

Special Term, Part III., Room No. 19.

Special Term, Part IV., Room No. 20.

Special Term, Part V., Room No. 33.

Special Term, Part VI. (Elevated Railroad cases), Room 31.

Trial Term, Part II., Room No. 34.

Trial Term, Part III., Room No. 22.

Trial Term, Part IV., Room No. 21.

Trial Term, Part V., Room No. 24.

Trial Term, Part VI., Room No. 35.

Trial Term, Part VII., Room No. 23.

Trial Term, Part VIII., Room No. 27.

Trial Term, Part IX., Room No. 26.

Trial Term, Part X., Room No. 28.

Trial Term, Part XI., Room No. 37.

Trial Term, Part XII., Room No. 26.

Trial Term, Part XIII., and Special Term, Part VII., Room No. 36.

Appellate Term, Room No. 29.

Naturalization Bureau, Room No. 38, third floor.

Assignment Bureau, room on third floor.

Clerks in attendance from 10 a. m. to 4 p. m.

Clerk's Office, Special Term, Part I. (motions), Room No. 15.

Clerk's Office, Special Term, Part II. (ex parte business), room southwest corner, mezzanine floor.

Clerk's Office, Special Term, Calendar, room southwest corner, second floor.

Clerk's Office, Trial Term, Calendar, room northeast corner, second floor, east.

Clerk's Office, Appellate Term, room southwest corner, third floor.

Trial Term, Part I. (criminal business).

Criminal Court-house, Centre street.

Justices—Charles H. Truax, Charles F. MacLean, Henry Bischoff, Jr., Leonard A. Giegerich, P. Henry Dugro, Henry A. Gildersleeve, James Fitzgerald, David Leventritt, James A. O'Gorman, James A. Blanchard, Edward S. Clinch, Samuel Greenbaum, Edward E. McCall, Edward B. Amend, Vernon M. Davis, Victor J. Dowling, Joseph Newburger, John W. Goff, Samuel Seabury, M. Warley Platzek, Peter A. Hendrick, John Ford, Charles W. Dayton, John J. Brady, Mitchell L. Erlanger, Charles L. Guy, James W. Gerard.

Peter J. Dooling, Clerk, Supreme Court.

Telephone, 4580 Cortlandt.

SUPREME COURT—SECOND DEPARTMENT.

Kings County Court-house, Borough of Brooklyn, N. Y.

Court open daily from 10 o'clock a. m. to 5 o'clock p. m. Seven jury trial parts. Special Term for Trials. Special Term for Motions.

James F. McGee, General Clerk.

Telephone, 6970 Main.

CRIMINAL DIVISION—SUPREME COURT.

Building for Criminal Courts, Centre, Elm, White and Franklin streets.

Court opens at 10:30 a. m.

Peter J. Dooling, Clerk; Edward R. Carroll, Special Deputy to the Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Telephone, 6604 Franklin.

COURT OF GENERAL SESSIONS.

Held in the Building for Criminal Courts, Centre, Elm, White and Franklin streets.

Court opens at 10 a. m.

Thomas C. T. Crain, Otto A. Rosalsky, Warren W. Foster, Thomas C. O'Sullivan, Edward Swann, Joseph F. Mulqueen, James T. Malone, Judges of the Court of General Sessions. Edward R. Carroll, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

During July and August Clerk's Office will close at 2 p. m., and on Saturdays at 12 m.

CITY COURT OF THE CITY OF NEW YORK.

No. 32 Chambers street, Brownstone Building, City Hall Park, from 10 a. m. to 4 p. m.

Part I.

Part II.

Part III.

Part IV.

Part V.

Special Term Chambers will be held from 10 a. m. to 4 p. m.

Clerk's Office open from 9 a. m. to 4 p. m. Edward F. O'Dwyer, Chief Justice; John Henry McCarty, Lewis J. Conlan, Theodore F. Hascall, Francis B. Delehanty, Joseph I. Green, Alexander Finefile, Thomas F. Donnelly, John V. McAvoy, Peter Schmuck, Justices. Thomas F. Smith, Clerk. Telephone, 6142 Cortlandt.

COURT OF SPECIAL SESSIONS.

Building for Criminal Courts, Centre street between Franklin and White streets, Borough of Manhattan.

Court opens at 10 a. m.

Justices—First Division—John B. McKean, William E. Wyatt, Willard H. Olmsted, Joseph M. Deuel, Lorenz Zeller, John B. Mayo. Charles W. Culkin, Clerk. William M. Fuller, Deputy Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Second Division—Trial Days—No. 171 Atlantic avenue, Brooklyn, Mondays, Wednesdays and Fridays at 10 o'clock; Town Hall, Jamaica, Borough of Queens, Tuesday at 10 o'clock; Town Hall, New Brighton, Borough of Richmond, Thursday at 10 o'clock.

Justices—Howard J. Forker, Patrick Keady, John Fleming, Morgan M. L. Ryan, Robert J. Wilkin, George J. O'Keefe; Joseph L. Kerrigan, Clerk; John J. Dorman, Deputy Clerk.

Clerk's Office, No. 171 Atlantic avenue, Borough of Brooklyn, open from 9 a. m. to 4 p. m.

CHILDREN'S COURT.

First Division—No. 66 Third avenue, Manhattan. Edmund C. Lee, Clerk.

Second Division—No. 102 Court street, Brooklyn. James P. Sinnott, Clerk.

CITY MAGISTRATES' COURT.**First Division.**

Court opens from 9 a. m. to 4 p. m.

City Magistrates—Robert C. Cornell, Leroy B. Crane, Peter T. Barlow, Matthew P. Breen, Joseph F. Moss, James J. Walsh, Henry Steinert, Daniel E. Finn, Charles G. F. Wahle, Frederick B. House, Charles N. Harris, Frederic Kernoan, Arthur C. Butts, Otto H. Droege, Joseph E. Corrigan, Moses Herrman.

James McCabe, Secretary, No. 125 Sixth avenue.

First District—Criminal Court Building.

Second District—Jefferson Market.

Third District—No. 66 Essex street.

Fourth District—No. 151 East Fifty-seventh street.

Fifth District—One Hundred and Twenty-first street, southeastern corner of Sylvan place.

Sixth District—One Hundred and Sixty-first street and Brook avenue.

Seventh District—No. 314 West Fifty-fourth street.

Eighth District—Main street, Westchester.

Second Division.

Borough of Brooklyn.

City Magistrates—Alfred E. Steers, A. V. B. Voorhees, Jr., James G. Tighe, Edward J. Dooley, John Naumer, E. G. Higginbotham, Frank E. O'Reilly, Henry J. Furlong, John F. Hylan, Alexander H. Geismer.

President of the Board, Frank E. O'Reilly, No. 249 Manhattan avenue.

Secretary to the Board, Charles J. Flanigan, No. 495 Gates avenue.

First District—No. 318 Adams street.

Second District—Court and Butler streets.

Third District—Myrtle and Vanderbilt avenues.

Fourth District—Lee and Clymer street.

Fifth District—Manhattan avenue and Powers street.

Sixth District—No. 495 Gates avenue.

Seventh District—No. 31 Snider avenue (Flatbush).

Eighth District—West Eighth street (Coney Island).

Ninth District—Fifth avenue and Twenty-third street.

Tenth District—No. 133 New Jersey avenue.

Borough of Queens.

City Magistrates—Matthew J. Smith, John Pitch, Maurice E. Connolly, Eugene C. Gilroy.

First District—Long Island City.

Second District—Flushing.

Third District—Far Rockaway.

Borough of Richmond.

City Magistrates—Nathaniel Marsh, Joseph B. Handy.

First District—New Brighton, Staten Island.

Second District—Stapleton, Staten Island.

MUNICIPAL COURTS.**Borough of Manhattan.**

First District—The First District embraces the territory bounded on the south and west by the southerly and westerly boundaries of the said borough, on the north by the centre line of Fourteenth street and the centre line of Fifth street from the Bowery to Second avenue, on the east by the centre lines of Fourth avenue from Fourteenth street to Fifth street, Second avenue, Chrystie street, Division street and Catharine street.

Wauhoo Lynn, William F. Moore, John J. Hover, Justices.

Thomas O'Connell, Clerk; Francis Mangin, Deputy Clerk.

Location of Court—Merchants' Association Building, Lafayette street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Second District—The Second District embraces the territory bounded on the south by the centre line of Fifth street from the Bowery to Second avenue, and on the south and east by the southerly and easterly boundaries of the said borough, on the north by the centre line of East Fourteenth street, on the west by the centre lines of Fourth street to Fifth street, Second avenue, Chrystie street, Division street and Catharine street.

George F. Roesch, Benjamin Hoffman, Leon Sanders, Thomas P. Dinnean, Justices.

James J. Devlin, Clerk; Michael H. Looney, Deputy Clerk.

Location of Court—Nos. 264 and 266 Madison street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Third District—The Third District embraces the territory bounded on the south by the centre line of Fourteenth street, on the east by the centre line of Seventh avenue from Fourteenth street to Fifty-ninth street and by the centre line of Central Park West from Fifty-ninth street to Sixty-fifth street, on the north by the centre line of Sixty-fifth street from Seventh to Eighth avenue, on the west by the westerly boundary of the said borough.

Thomas C. Murray, James W. McLaughlin, Justices.

Michael Skelly, Clerk; Henry Merzbach, Deputy Clerk.

Location of Court—Nos. 314, West Fifty-fourth street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

Fourth District—The Fourth District embraces the territory bounded on the south by the centre line of East Fourteenth street, on the west by the centre line of Lexington avenue and by the centre line of Irving place, including its projection through Gramercy Park, on the north by the centre line of Fifty-ninth street, on the east by the easterly line of said borough; excluding, however, any portion of Blackwell's Island.

Michael J. Blake, William J. Boyhan, Justices.

Abram Bernard, Clerk; James Foley, Deputy Clerk.

Location of Court—No. 151 East Fifty-seventh street. Clerk's Office open daily (Sundays and legal holidays excepted) from 9 a. m. to 4 p. m.

BOROUGH OF BROOKLYN.

"Brooklyn Eagle," "Brooklyn Times," "Brooklyn Citizen," "Brooklyn Standard-Union," "Brooklyn Freie Presse."

BOROUGH OF MANHATTAN.

"Tianmany Times" (Harlem District), "Manhattan and Bronx Advocate" (Washington Heights, Morningside Heights and Harlem Districts), "New York Daily News."

Designated by Board of City Record June 19, 1906.

Amended June 20, 1906; July 1, 1907; September 30, 1907.

BOARD MEETINGS.

The Board of Estimate and Apportionment meets in the Old Council Chamber (Room 16), City Hall, every Friday, at 10:30 o'clock a. m.

JOSEPH HAAG,

Secretary.

The Commissioners of the Sinking Fund meet in the Old Council Chamber (Room 16), City Hall, at call of the Mayor.

N. TAYLOR PHILLIPS,

Deputy Comptroller, Secretary.

The Board of Revision of Assessments meets in the Old Council Chamber (Room 16), City Hall, every Thursday at 11 a. m., upon notice of the Chief Clerk.

HENRY J. STORRS,

Chief Clerk.

The Board of City Record meets in the Old Council Chamber (Room 16), City Hall, at call of the Mayor.

PATRICK J. TRACY,

Supervisor, Secretary.

CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.

PURSUANT TO THE PROVISIONS OF chapter 537 of the Laws of 1893 and the Acts amendatory thereof and supplemental thereto, notice is hereby given that meetings of the Commissioners appointed under said Acts will be held at the office of the Commission, Room 138, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City, on Mondays, Wednesdays, and Fridays of each week, at 2 o'clock p. m., until further notice.

Dated New York City, October 12, 1907.

WILLIAM E. STILLINGS,
GEORGE C. NORTON,
LEWIS A. ABRAMS,

Commissioners.

LAMONT McLOUGHLIN,

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21, PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE COMMISSIONER OF WATER SUPPLY, GAS AND ELECTRICITY AT THE ABOVE OFFICE UNTIL 2 O'CLOCK P. M., ON

WEDNESDAY, JANUARY 22, 1908.

Borough of Brooklyn.

No. 1. FOR FURNISHING, DELIVERING AND LAYING THE SALT WATER INTAKE AND SUCTION MAINS FOR THE HIGH PRESSURE FIRE SERVICE STATION AT FURMAN AND JORALEMON STREETS, BOROUGH OF BROOKLYN.

The time allowed for doing and completing the whole work will be one hundred (100) working days.

The security required will be Ten Thousand Dollars (\$10,000).

No. 2. FOR FURNISHING, DELIVERING AND INSTALLING HAND TRAVELING CRANES AT THE HIGH PRESSURE FIRE SERVICE STATIONS, BOROUGH OF BROOKLYN.

The time allowed for completing the work will be ninety (90) working days.

The security required will be Three Thousand Dollars (\$3,000).

No. 3. FOR FURNISHING AND DELIVERING LUMBER.

The time for delivery of the articles, materials and supplies and the performance of the contract is ninety (90) calendar days.

The amount of security shall be Two Thousand Dollars (\$2,000).

No. 4. FOR FURNISHING AND DELIVERING BRASS COMPOSITION CASTINGS.

The time for delivery of the articles, materials and supplies and the performance of the contract is until December 31, 1908.

The amount of security shall be One Thousand Dollars (\$1,000).

No. 5. FOR FURNISHING AND DELIVERING NORTH RIVER BRICK, PORTLAND CEMENT, FIRE BRICK AND FIRE CLAY.

The time for delivery of the articles, materials and supplies and the performance of the contract is ninety (90) calendar days.

The amount of security shall be Eight Hundred Dollars (\$800).

No. 6. FOR FURNISHING AND DELIVERING COTTON WASTE.

The time for delivery of the articles, materials and supplies and the performance of the contract is until December 31, 1908.

The amount of security shall be One Thousand Dollars (\$1,000).

No. 7. FOR FURNISHING AND DELIVERING HAY, STRAW, OATS, FINE FEED, CORN MEAL, OIL MEAL, AND ROCK SALT.

The time for delivery of the articles, materials and supplies and the performance of the contract is until December 31, 1908.

The amount of security shall be Four Thousand Dollars (\$4,000).

No. 8. FOR FURNISHING AND DELIVERING RUBBER BOOTS AND RUBBER COATS.

The time for delivery of the articles, materials and supplies and the performance of the contract is until December 31, 1908.

The amount of security shall be One Thousand Dollars (\$1,000).

No. 9. FOR FURNISHING AND DELIVERING BAR IRON, MACHINERY STEEL, TOOL STEEL AND TOBIN BRONZE.

The time for delivery of the articles, materials and supplies and the performance of the contract is ninety (90) calendar days.

The amount of security shall be fifty (50) per cent. of the bid or estimate.

The bidder will state the price per unit of each item of work or supplies contained in the specifications or schedule, by which the bids will be tested.

The bids will be compared and contracts awarded at a lump or aggregate sum to the lowest bidder on Nos. 1, 2, 3, 4, 5, 6, 7 and 8, and to the lowest bidder on each item for Nos. 9.

Blank forms may be obtained at the office of the Department of Water Supply, Gas and Electricity, the Borough of Manhattan, Nos. 13 to 21 Park Row, and at Room 28, Municipal Building, Borough of Brooklyn.

JOHN H. O'BRIEN,
Commissioner of Water Supply,
Gas and Electricity.

The City of New York, January 3, 1908.

^{j4,22} See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21, PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE COMMISSIONER OF WATER SUPPLY, GAS AND ELECTRICITY AT THE ABOVE OFFICE UNTIL 2 O'CLOCK P. M., ON

WEDNESDAY, JANUARY 22, 1908.

Borough of Queens.

FOR FURNISHING, DELIVERING AND STORING 6,000 GROSS TONS OF ANTHRACITE COAL.

The time for the delivery of the articles, materials and supplies and the performance of the contract is three hundred and sixty-five calendar days.

The amount of security will be Ten Thousand Dollars (\$10,000).

The bidder will state the price per unit of each item of work or supplies contained in the specifications or schedule, by which the bids will be tested.

The bids will be compared and the contract awarded for all the work, articles, materials and supplies contained in the specifications or schedule attached thereto.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Department, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, and any further information may be obtained upon application therefor at the office of the Chief Engineer, Room 922, Nos. 13 to 21 Park Row, Borough of Manhattan.

JOHN H. O'BRIEN,
Commissioner of Water Supply,
Gas and Electricity.

The City of New York, January 3, 1908.

^{j4,22} See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF BRIDGES.

DEPARTMENT OF BRIDGES, NOS. 13 TO 21, PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE COMMISSIONER OF BRIDGES AT THE ABOVE OFFICE UNTIL 2 O'CLOCK P. M., ON

THURSDAY, JANUARY 16, 1908.

FOR REMOVING COLUMNS AT SANDS AND WASHINGTON STREETS, IN THE BOROUGH OF BROOKLYN, BROOKLYN BRIDGE.

The contractor will be required to begin work within five days of the date of certification of the contract by the Comptroller, and will be required to complete the entire work to the satisfaction of the Commissioner, and in accordance with the specifications, within ninety consecutive working days.

The amount of security to guarantee the faithful performance of the work will be Two Thousand Dollars (\$2,000).

The right is reserved by the Commissioner to reject all the bids should he deem it to be in the interest of the City so to do.

Blank forms, plans and specifications may be obtained at the office of the Department of Bridges.

JAMES W. STEVENSON,
Commissioner of Bridges.

Dated December 31, 1907.

^{j4,16} See General Instructions to Bidders on the last page, last column, of the "City Record."

BOROUGH OF MANHATTAN.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN, CITY HALL, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE PRESIDENT OF THE BOROUGH OF MANHATTAN, AT THE CITY HALL, ROOM 16, UNTIL 2 O'CLOCK P. M. ON

THURSDAY, JANUARY 23, 1908.

FOR FURNISHING AND DELIVERING FOR THE USE OF THE VARIOUS PUBLIC BUILDINGS, COURTS, ETC., IN THE BOROUGH OF MANHATTAN, TWENTY THOUSAND (20,000) GROSS TONS (2,240 POUNDS TO A TON) OF BEST WHITE ASH ANTHRACITE COAL.

Time for the completion of the work and the full performance of the contract is by the 31st day of December, 1908.

The amount of security required is Twenty-five Thousand Dollars (\$25,000).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per ton. The extensions must be made and footed up, as the bids will be read from the total and award made to the lowest bidder. The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and specifications can be obtained at the office of the Commissioner of Public Works, Bureau of Public Buildings and Offices, No. 21 Park Row, Borough of Manhattan.

HENRY S. THOMPSON,
Acting President of Borough of Manhattan and Commissioner of Public Works.

The City of New York, January 13, 1908.

^{j13,23} See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF PRESIDENT OF THE BOROUGH OF MANHATTAN, CITY HALL, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE PRESIDENT OF THE BOROUGH OF MANHATTAN, AT THE CITY HALL, ROOM 16, UNTIL 2 O'CLOCK P. M. ON

MONDAY, JANUARY 20, 1908.

FOR FURNISHING ALL THE LABOR, MATERIAL, TOOLS, ETC., DURING THE YEAR 1908, NECESSARY TO CLEAN ALL THE GLASS IN ALL THE WINDOWS AND DOORS OF VARIOUS PUBLIC BUILDINGS, COURTS AND OFFICES UNDER THE CARE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN.

The time allowed for doing and completing the contract is until December 31, 1908.

The amount of security required is Three Thousand Dollars (\$3,000).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per foot, yard or other unit of measure, or article, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total.

Blank forms and specifications may be obtained at the office of the Commissioner of Public Works, Nos. 13 to 21 Park Row, Bureau of Public Buildings and Offices, Room 1703, Borough of Manhattan.

HENRY S. THOMPSON,
Commissioner of Public Works.
The City of New York, January 9, 1908.

^{j19,20} See General Instructions to Bidders on the last page, last column, of the "City Record."

The time for the delivery of the supplies and the performance of the contract is during the year 1908.

The prices bid shall include the cost of delivering the supplies at the Otisville (N. Y.) station of the Erie Railroad.

The amount of security required is fifty per cent. (50%) of the amount of the bid.

Bids will be compared and the contract awarded to the lowest bidder for each class as indicated by the specifications.

Samples of canned goods will be opened for inspection on January 9 and 10, 1908.

Blank forms and further information may be obtained at the office of the Chief Clerk of the Department of Health, southwest corner of Fifty-fifth street and Sixth Avenue, Borough of Manhattan, and at the office of the Sanatorium in the Tymeson House, Otisville, N. Y.

THOMAS DARLINGTON, M. D., President;

ALVAH H. DOTY, M. D.,

THEODORE A. BINGHAM, Board of Health.

Dated January 3, 1908.

^{j15}

^{j15} See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF HEALTH, CORNER OF FIFTY-FIFTH STREET AND SIXTH AVENUE, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE BOARD OF HEALTH UNTIL 9:45 A. M. ON

WEDNESDAY, JANUARY 15, 1908.

FOR FURNISHING AND DELIVERING GROCERY SUPPLIES, AS REQUIRED, TO THE WILLARD PARKER AND RECEPTION HOSPITALS, AT THE FOOT OF EAST SIXTEENTH STREET; THE HOSPITAL FOR CONTAGIOUS EYE DISEASES, AT THE NORTHWEST CORNER OF ONE HUNDRED AND EIGHTEENTH STREET AND PLEASANT AVENUE, BOROUGH OF MANHATTAN; THE RIVERSIDE HOSPITAL, AT NORTH BROTHER ISLAND, BOROUGH OF THE BRONX, AND THE KINGSTON AVENUE HOSPITAL, AT KINGSTON AVENUE AND FENMORE STREET, BOROUGH OF BROOKLYN, CITY OF NEW YORK, DURING THE YEAR 1908.

The time for the delivery of the supplies and the performance of the contract is during the year 1908.

The amount

the sureties on bond to be approved by the Commissioner of Docks.

J. A. BENSEL,
Commissioner of Docks.

Dated December 31, 1907.

j3,15

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF DOCKS AND FERRIES, PIER "A," NORTH RIVER, NEW YORK, March 31, 1904.

THE COMMISSIONER HAS FIXED THE amounts of bonds required on contracts awarded by this Department, as follows:

On all contracts for supplies, 40 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is not over \$200,000, 40 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is over \$200,000, but not over \$1,000,000, 25 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is over \$1,000,000, 20 per cent. of the estimated cost.

JOSEPH W. SAVAGE,
Secretary.

DEPARTMENT OF TAXES AND ASSESSMENTS.

THE CITY OF NEW YORK, DEPARTMENT OF TAXES AND ASSESSMENTS, MAIN OFFICE, BOROUGH OF MANHATTAN, HALL OF RECORDS, January 10, 1908.

NOTICE IS HEREBY GIVEN, AS REQUIRED by the Greater New York Charter, that the books called "The Annual Record of the Assessed Valuation of Real and Personal Estate of the Boroughs of Manhattan, The Bronx, Brooklyn, Queens and Richmond," comprising The City of New York, will be open for public inspection, examination and correction on the second Monday of January, and will remain open up to and including the 31st day of March, 1908.

During the time that the books are open for public inspection, application may be made by any person or corporation claiming to be aggrieved by the assessed valuation of real or personal estate to have the same corrected.

In the Borough of Manhattan, at the main office of the Department of Taxes and Assessments, Hall of Records, No. 31 Chambers street.

In the Borough of The Bronx, at the office of the Department, Municipal Building, One Hundred and Seventy-seventh street and Third avenue.

In the Borough of Brooklyn, at the office of the Department, Municipal Building.

In the Borough of Queens, at the office of the Department, Hackett Building, Jackson avenue and Fifth street, Long Island City.

In the Borough of Richmond, at the office of the Department, Borough Hall, New Brighton, Staten Island.

Corporations in all the boroughs must make application only at the main office in the Borough of Manhattan.

Applications in relation to the assessed valuation of personal estate must be made by the person assessed at the office of the Department in the borough where such person resides, and in case of a non-resident carrying on business in The City of New York at the office of the Department of the borough where such place of business is located, between the hours of 10 a. m. and 2 p. m., except on Saturday, when all applications must be made between 10 a. m. and 12 noon.

LAWSON PURDY,
President;
FRANK RAYMOND,
JAMES H. TULLY,
NICHOLAS MULLER,
CHAS. PUTZEL,
THOS. L. HAMILTON,
HUGH HASTINGS,
Commissioners of Taxes and Assessments.

j2,m31

FIRE DEPARTMENT.

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10:30 o'clock a. m. on

WEDNESDAY, JANUARY 22, 1908.

Borough of Brooklyn.

No. 1. FOR FURNISHING AND DELIVERING FORAGE (HAY, STRAW, OATS AND BRAN) FOR COMPANIES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before September 1, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

Borough of Queens.

No. 2. FOR FURNISHING AND DELIVERING FORAGE FOR COMPANIES AT LONG ISLAND CITY, JAMAICA AND RICHMOND HILL.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before September 1, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

No. 3. FOR FURNISHING AND DELIVERING FORAGE FOR COMPANIES AT FAR ROCKAWAY, ARVERNE AND ROCKAWAY BEACH.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before September 1, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

FRANCIS J. LANTRY,
Fire Commissioner.

Dated January 9, 1908.

j9,22

See General Instructions to Bidders on the last page, last column, of the "City Record."

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10:30 o'clock a. m. on

MONDAY, JANUARY 20, 1908.

Borough of Queens.

No. 1. FOR FURNISHING AND DELIVERING HAY, STRAW, OATS AND BRAN FOR VOLUNTEER COMPANIES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before October 31, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total. The bids will be compared and the contract awarded at a lump or aggregate sum.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

FRANCIS J. LANTRY,
Fire Commissioner.

Dated January 7, 1908.

No. 2. FOR FURNISHING AND DELIVERING 1,025 TONS (OF 2,240 POUNDS EACH) OF ANTHRACITE COAL, FOR USE IN THE BOROUGH OF THE BRONX.

No. 3. FOR FURNISHING AND DELIVERING 2,500 TONS (OF 2,240 POUNDS EACH) OF ANTHRACITE COAL, FOR USE IN THE BOROUGH OF BROOKLYN.

No. 4. FOR FURNISHING AND DELIVERING 800 TONS (OF 2,240 POUNDS EACH) OF ANTHRACITE COAL, FOR USE IN THE BOROUGH OF QUEENS.

No. 5. FOR FURNISHING AND DELIVERING 250 TONS (OF 2,240 POUNDS EACH) OF ANTHRACITE COAL, FOR USE IN THE BOROUGH OF RICHMOND.

No. 6. FOR FURNISHING AND DELIVERING 2,000 TONS (OF 2,240 POUNDS EACH) OF ANTHRACITE COAL, FOR USE OF THE STEAMBOAT "PATROL" AND FOR USE OF STEAM LAUNCHES OF THE POLICE DEPARTMENT OF THE CITY OF NEW YORK.

The time for the delivery of the articles, materials and supplies and the performance of the contracts is during the year 1908.

The amount of security required will be fifty per cent. (50%) of the amount of bid or estimate.

Bidders will state the kind of anthracite coal they propose to furnish by giving the name of their mine or other business appellation.

Bidders for furnishing coal for use of the steamboat "Patrol" and for use of steam launches, will state in the bid the place where the coal will be delivered.

Coal for the use of the steamboat "Patrol" and for the use of steam launches must be delivered as directed where water is of sufficient depth at low water mark for the steamboat "Patrol," at any point on the North river below One Hundred and Twenty-ninth street, upon the easterly bank, or at or below Weehawken, on the westerly bank, or on any point on the East river south of Blackwell's Island, to be placed on board of the steamboat "Patrol" or on board of either of the steam launches of the Police Department of The City of New York, without expense of delivery, in quantities not exceeding twenty tons, whenever required by the officer in command of such steamboat, upon any day, Sundays excepted, between the date of the execution of this contract and the 31st day of December, 1908. Provided, also, that the contractor shall, when ordered, deliver specified quantities of coal, not exceeding three hundred tons for the entire contract, to Forty-second Sub-Precinct Station, at One Hundred and Twenty-second street and Harlem river, such coal to be deposited on deck or launches as may be directed.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each item. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

FRANCIS J. LANTRY,
Fire Commissioner.

Dated January 7, 1908.

j9,20

See General Instructions to Bidders on the last page, last column, of the "City Record."

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10:30 o'clock a. m. on

TUESDAY, JANUARY 14, 1908.

Borough of Manhattan.

No. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR REPAIRS TO HEATING SYSTEMS IN QUARTERS OF ENGINE COMPANIES NOS. 14, 18, 30, 42, 44, AND HOOK AND LADDER COMPANY NO. 7.

The time for the completion of the work and the full performance of the contract is sixty (60) days.

The amount of security required is One Thousand Dollars.

Bids will be compared and the contract awarded at a lump or aggregate sum.

No. 2. FOR FURNISHING AND DELIVERING HAY, STRAW, OATS, BRAN, SALT AND OIL MEAL.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before September 1, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

Borough of The Bronx.

No. 3. FOR FURNISHING AND DELIVERING HAY, STRAW, OATS, BRAN, SALT AND OIL MEAL.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before September 1, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

No. 4. FOR FURNISHING AND DELIVERING HAY, STRAW, OATS, BRAN, SALT AND OIL MEAL.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before September 1, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

No. 5. FOR FURNISHING AND DELIVERING HAY, STRAW, OATS, BRAN, SALT AND OIL MEAL.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before September 1, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

No. 6. FOR FURNISHING AND DELIVERING HAY, STRAW, OATS, BRAN, SALT AND OIL MEAL.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before September 1, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

No. 7. FOR FURNISHING AND DELIVERING HAY, STRAW, OATS, BRAN, SALT AND OIL MEAL.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before September 1, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

No. 8. FOR FURNISHING AND DELIVERING HAY, STRAW, OATS, BRAN, SALT AND OIL MEAL.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before September 1, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

No. 9. FOR FURNISHING AND DELIVERING HAY, STRAW, OATS, BRAN, SALT AND OIL MEAL.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before September 1, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

No. 10. FOR FURNISHING AND DELIVERING HAY, STRAW, OATS, BRAN, SALT AND OIL MEAL.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before September 1, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

No. 11. FOR FURNISHING AND DELIVERING HAY, STRAW, OATS, BRAN, SALT AND OIL MEAL.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before September 1, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

No. 12. FOR FURNISHING AND DELIVERING HAY, STRAW, OATS, BRAN, SALT AND OIL MEAL.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before September 1, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

No. 13. FOR FURNISHING AND DELIVERING HAY, STR

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM 2, BOROUGH HALL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m. on

WEDNESDAY, JANUARY 15, 1908,

FOR FURNISHING AND DELIVERING ALL LABOR AND MATERIAL REQUIRED FOR REPAIRING AND RENOVATING THE COMFORT STATION AT LORIMER STREET AND BROADWAY, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

The time allowed for the completion of the work and full performance of the contract will be forty days.

The amount of security required will be \$1,500. The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Blank forms and further information may be obtained, and the plans and drawings may be seen at the office of the Bureau of Public Buildings and Offices, Borough of Brooklyn, No. 29 Municipal Building, Brooklyn.

BIRD S. COLER,
President.

Dated December 26, 1907.

d31,j15

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM 2, BOROUGH HALL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m. on

WEDNESDAY, JANUARY 15, 1908,

BOROUGH OF BROOKLYN.

NO. 1. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON EAST THIRTY-FOURTH STREET, FROM CLARENCE ROAD TO NEWKIRK AVENUE.

The Engineer's estimate of the quantities is as follows:

100 linear feet of old curbstone to be reset in concrete.

2,090 cubic yards of earth excavation.

950 cubic yards of earth filling, not to be bid for.

2,220 linear feet of concrete curb.

11,010 square feet of cement sidewalk.

Time for the completion of the work and the full performance of the contract is thirty (30) working days.

The amount of security required is One Thousand Five Hundred Dollars.

NO. 2. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON FIFTY-SIXTH STREET, FROM FOURTEENTH AVENUE TO FIFTEENTH AVENUE.

The Engineer's estimate of the quantities is as follows:

10 linear feet of old curbstone to be reset in concrete.

1,610 cubic yards of earth excavation.

40 cubic yards of earth filling, not to be bid for.

1,470 linear feet of concrete curb.

5,210 square feet of cement sidewalk.

Time for the completion of the work and the full performance of the contract is twenty-five (25) working days.

The amount of security required is Nine Hundred Dollars.

NO. 3. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON GRANT AVENUE, FROM LIBERTY AVENUE TO PITKIN AVENUE.

The Engineer's estimate of the quantities is as follows:

1,700 linear feet of new curbstone to be set in concrete.

20 linear feet of old curbstone to be reset in concrete.

1,650 cubic yards of earth excavation.

170 cubic yards of earth filling, not to be bid for.

95 cubic yards of concrete, not to be bid for.

6,830 square feet of cement sidewalk.

Time for the completion of the work and the full performance of the contract is twenty-five (25) working days.

The amount of security required is One Thousand Three Hundred Dollars.

NO. 4. FOR REGULATING AND GRADING NEW YORK AVENUE, FROM PRESIDENT STREET TO MALBONE STREET, AND CURBING FROM PRESIDENT STREET TO MONTGOMERY STREET.

The Engineer's estimate of the quantities is as follows:

1,880 linear feet of new curbstone to be set in concrete.

10 linear feet of old curbstone to be reset in concrete.

6,050 cubic yards of earth excavation.

5,760 cubic yards of earth filling, not to be bid for.

100 cubic yards of concrete, not to be bid for.

Time for the completion of the work and the full performance of the contract is fifty (50) working days.

The amount of security required is Two Thousand Dollars.

NO. 5. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON RIVERDALE AVENUE, FROM ROCKAWAY AVENUE TO OSBORN STREET.

The Engineer's estimate of the quantities is as follows:

900 linear feet of new curbstone to be set in concrete.

20 linear feet of old curbstone to be reset in concrete.

110 cubic yards of earth excavation.

330 cubic yards of earth filling, to be furnished.

50 cubic yards of concrete not to be bid for.

4,470 square feet of cement sidewalk.

Time for the completion of the work and the full performance of the contract is fifteen (15) working days.

The amount of security required is One Thousand Dollars.

NO. 6. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON CATON AVENUE, FROM PARADE PLACE TO CONEY ISLAND AVENUE.

The Engineer's estimate of the quantities is as follows:

95 cubic yards of earth excavation.

1,537 cubic yards of earth filling, to be furnished.

720 linear feet of concrete curb.

2,150 square feet of cement sidewalk.

Time for the completion of the work and the full performance of the contract is twenty-five (25) working days.

The amount of security required is Five Hundred Dollars.

The bidder will state the price of each item or article contained in the specifications or schedules

herein contained or hereto annexed per cubic yard, square yard, linear foot, or other unit of measure, by which the bids will be tested. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Bureau of Highways, Borough of Brooklyn, Room No. 14, Municipal Building.

BIRD S. COLER,
President.

Dated December 30, 1907.

will be carried over all intersecting streets by bridges. It will therefore be a public improvement.

It respectfully requests the consent of The City of New York to the said alteration and change of this portion of its route.

Dated New York, October 7, 1907.

THE LONG ISLAND RAILROAD COMPANY,
[SEAL.] By RALPH PETERS,
President.

FRANK E. HAFF,
Secretary.

City and County of New York, ss:

Frank E. Haff, being duly sworn, says: That he is the secretary of the Long Island Railroad Company; that the facts stated in the foregoing petition are true to the best of his knowledge and belief.

FRANK E. HAFF.

Sworn to before me this 7th day of January, 1908.

JAMES A. FLANAGAN,
Notary Public, Kings County, No. 145.
Certificate filed in New York County.

and the following resolutions were thereupon adopted:

Whereas, The foregoing petition from the Long Island Railroad Company, dated October 7, 1907, was presented to the Board of Estimate and Apportionment at a meeting held October 18, 1907.

Resolved, That, in pursuance of law, this Board sets Friday, the 24th day of January, 1908, at 10:30 o'clock in the forenoon and Room 16, in the City Hall, Borough of Manhattan, as the time and place when and where such petition shall be first considered, and a public hearing be had thereon, at which citizens shall be entitled to appear and be heard; and be it further

Resolved, That the Secretary is directed to cause such petition and these resolutions to be published for at least two (2) days in two daily newspapers in The City of New York, to be designated by the Mayor, and for at least ten (10) days in the City Record immediately prior to such date of public hearing. The expense of such publication to be borne by the petitioner.

JOSEPH HAAG,
Secretary.

New York, January 10, 1908.

j13,24

BOARD OF ESTIMATE AND APPORTIONMENT.

PUBLIC NOTICE IS HEREBY GIVEN that at a meeting of the Board of Estimate and Apportionment held October 18, 1907, the following petition was received:

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

Gentlemen—The Long Island Railroad Company, for the purpose of facilitating travel over its line, promoting the safety and comfort of its passengers and to avoid the crossing at grade of the Union turnpike and several other streets, has had, by vote of two-thirds of its directors, altered or changed its route between a point about four hundred (400) feet west of Ascan avenue and a point about seven hundred (700) feet east of Lefferts avenue, in Richmond Hill, in the Second Ward of the Borough of Queens, City of New York, so that the same shall be a straight line between these points instead of the existing curve (which constitutes an element of delay and danger in operation), and had adopted a survey map and profile (of which a copy is hereto annexed), which survey map and profile was duly filed in the office of the Clerk of the County of Queens on October 4, 1907. The new route between these points will be constructed entirely upon property which is the property of the railroad. It will not cross any streets at grade, as the existing curve does;

FRANK E. HAFF.

Sworn to before me this 7th day of January, 1908.

JAMES A. FLANAGAN,
Notary Public, Kings County, No. 145.

Certificate filed in New York County.

and the following resolutions were thereupon adopted:

Whereas, The foregoing petition from the Long Island Railroad Company, dated October 7, 1907, was presented to the Board of Estimate and Apportionment at a meeting held October 18, 1907.

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Resolved, That the Secretary is directed to cause such petition and these resolutions to be published for at least two (2) days in two daily newspapers in The City of New York, to be designated by the Mayor, and for at least ten (10) days in the City Record immediately prior to such date of public hearing. The expense of such publication to be borne by the petitioner.

JOSEPH HAAG,
Secretary.

New York, January 10, 1908.

j13,24

PUBLIC NOTICE IS HEREBY GIVEN that at a meeting of the Board of Estimate and Apportionment held this day in the Old Council Chamber, Room 16, City Hall, Borough of Manhattan, the public hearing on the proposed form of contract consenting to certain modifications and alterations in the line of the route of the New York and Port Chester Railroad Company, in the Borough of The Bronx, as laid down in the contract dated May 31, 1906, granting a franchise to said company, which, by resolution adopted July 8, 1907, was fixed for September 20, 1907, and on that date continued to November 1, 1907, and on that date continued to December 13, 1907, and on that date continued until January 10, 1908, was continued until January 24, 1908.

JOSEPH HAAG,
Secretary.

Dated New York, January 10, 1908.

j13,24

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment, held on December 20, 1907, the following resolutions were adopted:

Whereas, the Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Grandview avenue, between Metropolitan avenue and Stanhope street, and between Linden street and Forest avenue, in the Borough of Queens, City of New York; and

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

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

Beginning at a point on the southerly line of Metropolitan avenue where it is intersected by the prolongation of a line midway between Amory street and Grandview avenue, as laid out between Metropolitan avenue and Amory court, and running thence southeasterly along the said line midway between Grandview avenue and Amory street and the prolongation of the said line to the centre line of Stanhope street; thence southwesterly along the centre line of Stanhope street to the intersection with the prolongation of a line midway between Grandview avenue and Amory street as laid out between Stanhope street and Ralph street; thence southeasterly along the said line midway between Grandview avenue and Amory street and the prolongation of the said line to the intersection with a line which is the bisector of the angle formed by the intersection of the westerly line of Forest avenue and the northeasterly line of Grandview avenue; thence southwesterly along the said bisecting line to a point distant 100 feet northeasterly from the northeasterly line of Grandview avenue, the said distance being measured at right angles to the line of Grandview avenue; thence southeasterly and parallel with Grandview avenue to the easterly line of Forest avenue; thence eastwardly at right angles to the line of Forest avenue a distance of 100 feet; thence southwardly and parallel with Forest avenue to a point distant 100 feet southerly from the southerly line of Palmetto street; thence westwardly and southwardly and always distant 100 feet from Palmetto street to the intersection with the prolongation of a line midway between Grandview avenue and Fairview avenue; thence northwestwardly along the said line midway between Grandview avenue and Fairview avenue and the prolongations of the said line to the intersection with a line at right angles to the southerly line of Metropolitan avenue and Starr street; thence northwardly along the said line at right angles to Metropolitan avenue to a point distant 100 feet northerly from the northerly line of Metropolitan avenue; thence eastwardly and parallel with Metropolitan avenue to the intersection with a line at right angles to Metropolitan avenue, and passing through a point described as the point of beginning; thence southwardly along the said line at right angles to Metropolitan avenue to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 17th day of January, 1908, at 10:30 a. m., and that at the same time and place a public hearing thereon

will be carried over all intersecting streets by bridges. It will therefore be a public improvement.

It respectfully requests the consent of The City of New York to the said alteration and change of this portion of its route.

Dated New York, October 7, 1907.

JOSEPH HAAG,
Secretary.

New York, January 10, 1908.

sons affected thereby to be published in the City Record for ten days prior to the 17th day of January, 1908.

northwardly along a line parallel with Cruger avenue and the prolongation thereof to the centre line of Post street; thence westwardly along the centre line of Post street to the intersection with the prolongation of a line distant 100 feet westerly from and parallel with the westerly line of Cruger avenue as laid out between Post and Bartholdi streets, the said distance being measured at right angles to the line of Cruger avenue; thence northwardly along the said line parallel with Cruger avenue and the prolongation of the said line to the intersection with a line distant 100 feet westerly from and parallel with the westerly line of Cruger avenue as laid out between Bartholdi street and Gun Hill road, the said distance being measured at right angles to the line of Cruger avenue; thence northwardly along the said line parallel with Cruger avenue to the southerly line of Gun Hill road; thence northwardly at right angles to Gun Hill road a distance of 200 feet; thence eastwardly and parallel with Gun Hill road to the intersection with a line which bisects the angle formed by the intersection of the prolongations of the easterly line of White Plains road as laid out between Gun Hill road and East Two Hundred and Fifteenth street, and the westerly line of Maple street; thence northwardly along the said bisecting line to a point distant 100 feet northerly from the northerly line of East Two Hundred and Fifteenth street, the said distance being measured at right angles to the line of East Two Hundred and Fifteenth street; thence eastwardly and parallel with East Two Hundred and Fifteenth street to the intersection with a line which bisects the angle formed by the intersection of the prolongations of the easterly line of Maple street and the westerly line of Barnes avenue as laid out between East Two Hundred and Fifteenth street and East Two Hundred and Fourteenth street; thence southwardly along the said bisecting line to the intersection with a line which bisects the angle formed by the intersection of the prolongations of the easterly line of Maple street and the westerly line of Barnes avenue as laid out between Tilden street and East Two Hundred and Fourteenth street; thence southwardly along the said bisecting line to the intersection with a line parallel with Tilden street and passing through a point on the easterly line of Holland avenue distant 100 feet southerly from the southerly line of Gun Hill road, the said distance being measured at right angles to the line of Gun Hill road; thence westwardly along the said line parallel with Tilden street to the easterly line of Holland avenue; thence westwardly and parallel with Gun Hill road to the intersection with a line midway between Cruger and Holland avenues as laid out north of North Oak drive; thence southwardly along the said line midway between Cruger and Holland avenues, and the prolongation thereof, to a point distant 100 feet northerly from the northerly line of South Oak drive, the said distance being measured on a radial line; thence southeastwardly along a line parallel with and always distant 100 feet from South Oak drive to the intersection with the prolongation of a line midway between Holland and Wallace avenues as laid out south of South Oak drive; thence southwardly along the said line midway between Holland and Wallace avenues and the prolongation thereof, to the northerly line of Williamsbridge road; thence northwestwardly along the northeasterly line of Williamsbridge road to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan in the City Hall, on the 17th day of January, 1908, at 10:30 a.m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD for ten days prior to the 17th day of January, 1908.

Dated December 31, 1907.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone 2280 Worth.

d31,j15

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment, held on December 20, 1907, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Hunter's Point avenue, between Van Dam street and Borden avenue, in the Borough of Queens, City of New York; and

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

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

Beginning at a point on the line which bisects the angle formed by the intersection of the prolongations of the northeasterly line of Hunter's Point avenue, as laid out southeasterly from Van Dam street, and the southerly line of Anable avenue, distant 100 feet westerly from the westerly line of Van Dam street, the said distance being measured at right angles to the line of Van Dam street, and running thence eastwardly along the said bisecting line to a point distant 100 feet easterly from the easterly line of Van Pelt street, the said distance being measured at right angles to the line of Van Pelt street; thence southwardly and parallel with Van Pelt street to the intersection with a line which bisects the angle formed by the intersection of the prolongation of the southerly line of Covert avenue and the northeasterly line of Hunter's Point avenue; thence eastwardly along the said bisecting line to a point distant 100 feet easterly from the easterly line of Bragaw street, the said distance being measured at right angles to the line of Borden avenue; thence westwardly and parallel with Borden avenue to the intersection with a line at right angles to Borden avenue at a point on its northerly line distant 100 feet southwesterly from the southwesterly line of Hunter's Point avenue, the said distance being measured at right angles to the line of Hunter's Point avenue; thence northwardly along the said line at right angles to Borden avenue to the northerly line of Borden avenue; thence northwestwardly and parallel with Hunter's Point avenue to the intersection with a line which bisects the angle formed by the intersection of the southwesterly line of Hunter's Point avenue and the northerly line of Borden avenue; thence northwestwardly along the said bisecting line to a point distant 100 feet westerly from the westerly line of Van Dam street, the said distance being measured at right angles to the line of Van Dam

street; thence northwardly and parallel with Van Dam street, to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board, to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 17th day of January, 1908, at 10:30 a.m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD for ten days prior to the 17th day of January, 1908.

Dated December 31, 1907.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

d31,j15

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment, held on December 20, 1907, the following resolutions were adopted:

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

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

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

Beginning at the intersection of a line distant 100 feet westerly from and parallel with the westerly line of Leggett avenue, the said distance being measured at right angles to the line of Leggett avenue, with a line midway between Fox street and Beck street, and running thence eastwardly along the said line midway between Beck street and Fox street as the said streets are laid out west of Leggett avenue, and along the prolongation of the said course to the intersection with a line midway between Fox street and Beck street as the said streets are laid out northeast of Leggett avenue; thence northeastwardly and along the said line midway between Beck street and Fox street as laid out northeast of Leggett avenue, to the intersection with a line distant 100 feet northeasterly from and parallel with the northeasterly line of Longwood avenue, the said distance being measured at right angles to the line of Longwood avenue; thence southwardly and parallel with Longwood avenue to the intersection with a line midway between Holland and Wallace avenues as laid out south of South Oak drive; thence southwardly along the said line midway between Holland and Wallace avenues and the prolongation thereof, to the northerly line of Williamsbridge road; thence northwestwardly along the northeasterly line of Williamsbridge road to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 17th day of January, 1908, at 10:30 a.m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD for ten days prior to the 17th day of January, 1908.

Dated December 31, 1907.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

d31,j15

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment, held on December 20, 1907, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the lands and premises required for the opening and extending of Sigourney street, between Otsego and Hicks streets, in the Borough of Brooklyn, City of New York; and

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

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

Bounded on the northeast by a line always midway between Sigourney street and Bay street and the prolongations of the said line; on the southeast by a line distant 100 feet southeasterly from and parallel with the southeasterly line of Hicks street, the said distance being measured at right angles to the line of Hicks street; on the southwest by a line always midway between Sigourney street and Halleck street and the prolongations of the said line, and on the northwest by a line distant 100 feet northwesterly from and parallel with the northwesterly line of Otsego street, the said distance being measured at right angles to the line of Otsego street.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 17th day of January, 1908, at 10:30 a.m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD for ten days prior to the 17th day of January, 1908.

Dated December 31, 1907.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

d31,j15

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment, held on December 20, 1907, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the land and premises required for the opening and extending of Rosewood street, between Bronx boulevard and White Plains road, and between White Plains road and Cruger avenue, in the Borough of The Bronx, City of New York; and

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

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

Bounding on the west by a line parallel with and always distant 100 feet westerly from the westerly line of Grand Boulevard and Concourse, the said distance being measured at right angles to the line of Grand Boulevard and Concourse; on the north by a line distant 400 feet northerly from and parallel with the northerly line of East One Hundred and Eighty-third street as laid out between the Grand Boulevard and Concourse and Tiebout avenue, the said distance being measured at right angles to the line of East One Hundred and Eighty-third street and the prolongation of the said line; on the east by the westerly line of Park avenue, and on the south by a line distant 200 feet southerly from and parallel with the southerly line of East One Hundred and Eighty-second street, as laid out between the Grand Boulevard and Concourse and Tiebout avenue, the said distance being measured at right angles to the line of East One Hundred and Eighty-second street and by the prolongation of the said line.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board to be held in The City of New York, Borough of Manhattan, in the City Hall, on the 17th day of January, 1908, at 10:30 a.m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD

for ten days prior to the 17th day of January, 1908.

Dated December 31, 1907.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

d31,j15

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to lay out an extension to Mermaid avenue, from West Thirty-sixth street to West Thirty-seventh street, in the Borough of Brooklyn, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on January 17, 1908, at 10:30 o'clock a.m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on December 20, 1907, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York, by laying out an extension to Mermaid avenue, from West Thirty-sixth to West Thirty-seventh street, in the Borough of Brooklyn, City of New York, more particularly described as follows:

The northern line of Mermaid avenue, as herewith laid out, from West Thirty-sixth street to West Thirty-seventh street, is a straight prolongation westerly of the northern line of Mermaid avenue, as now laid out on the map of the City east of West Thirty-sixth street.

The southern line of Mermaid avenue is 80 feet from and parallel with the above-described line.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board, to be held in The City Hall, Borough of Manhattan, City of New York, on the 17th day of January, 1908, at 10:30 o'clock a.m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the CITY RECORD for ten days prior to the 17th day of January, 1908.

Dated December 31, 1907.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

d31,j15

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to lay out an unnamed street extending from the northerly terminus of Gray street to Gordon street, and establishing grades therefor, in the Borough of Richmond, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on January 17, 1908, at 10:30 o'clock a.m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on December 20, 1907, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by laying out an unnamed street, extending from the northerly terminus of Gray street to Gordon street, and establishing grades therefor, in the Borough of Richmond, City of New York, more particularly described as follows:

Lay Out.

Beginning at a point on the easterly line of Gordon street, 439.67 feet northerly from the intersection of the easterly line of Gordon street and the northerly line of Hudson street;

1. Thence easterly at right angles to Gordon street 100.10 feet to the northerly terminus of Gray street;

2. Thence northerly along said northerly terminus of Gray street 60 feet;

3. Thence westerly parallel to the first course 100.10 feet to the easterly line of Gordon street;

4. Thence southerly along the easterly line of Gordon street 60 feet to the point of beginning.

Grades.

Beginning at the present northerly terminus of Gray street, the elevation on both curbs to be 23.2 feet, substantially as heretofore;

Thence westerly to the easterly curb line of Gordon street, the elevation on the north curb to be 27.0 feet, and on the south curb to be 26.7 feet, substantially as heretofore.

Elevations are referred to Richmond high water datum.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in The City Hall, Borough of Manhattan, City of New York, on the 17th day of January, 1908, at 10:30 o'clock a.m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 17th day of January, 1908.

Dated December 31, 1907.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone 2280 Worth.

d31,j15

NOTICE IS HEREBY GIVEN THAT AT the meeting of the Board of Estimate and Apportionment held on December 20, 1907, the following resolutions were adopted:

Whereas, The Board of Estimate and Apportionment of The City of New York is considering the advisability of instituting proceedings to acquire title to the land and premises required for the opening and extending of Kent street, from Oakland street to Provost street; Meserole avenue, from Jewell street to North Henry street; Diamond street, from Greenpoint avenue to Meserole avenue; Moultrie street, from Greenpoint avenue to Humboldt street, and Humboldt street, from Greenpoint avenue to Norman avenue, in the Borough of Brooklyn, City of New York; and

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

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

Beginning at a point on the prolongation of a line midway between Rosewood street and Burke avenue, as laid out between Bronx boulevard and White Plains road, distant 100 feet westerly from the westerly line of Bronx boulevard, and running thence northwardly and parallel with Bronx boulevard to the intersection with a line midway between Rosewood street and Magenta street

avenue to the intersection with the prolongation of a line midway between Jewell and Moultrie streets as laid out north of Norman avenue; thence northwardly along the said line midway between Jewell street and Moultrie street and the prolongation thereof to the intersection with a line midway between Meserole avenue and Norman avenue; thence westwardly along the said line midway between Meserole avenue and Norman avenue to a point distant 100 feet westerly from the westerly line of Jewell street; thence northwardly and parallel with Jewell street to a point distant 100 feet southerly from the southerly line of Meserole avenue; thence westwardly and parallel with Meserole avenue to the intersection with a line midway between Newell street and Diamond street; thence northwardly along the said line midway between Newell street and Diamond street and the prolongation thereof to the intersection with a line midway between Greenpoint avenue and Kent street; thence westwardly along the said line midway between Greenpoint avenue and Kent street to a point distant 100 feet westerly from the westerly line of Oakland street; thence northwardly and parallel with Oakland street to the intersection with a line midway between Kent street and Java street; thence eastwardly along the said line midway between Kent street and Java street to a point distant 100 feet easterly from the easterly line of Provost street; thence southwardly and parallel with Provost street to the intersection with a line midway between Greenpoint avenue and Kent street; thence westwardly along the said line midway between Greenpoint avenue and Kent street to the intersection with the prolongation of a line midway between Diamond street and Jewell street; thence southwardly along the said line midway between Diamond street and Jewell street and the prolongation thereof to the intersection with a line midway between Calyer street and Meserole avenue; thence eastwardly along the said line midway between Calyer street and Meserole street; thence northwardly along the said line midway between Jewell street and Moultrie street and the prolongation thereof to the intersection with a line midway between Calyer street and Meserole avenue; thence eastwardly along the said line midway between Calyer street and Meserole avenue to a point distant 100 feet northerly from and parallel with the northerly line of Greenpoint avenue as laid out east of the angle point of Greenpoint avenue, the said distance being measured at right angles to the line of Greenpoint avenue; thence eastwardly along the said line parallel with Greenpoint avenue to the intersection with the prolongation of a line midway between Humboldt street and Russell street; thence southwardly along the said line midway between Humboldt street and Russell street and the prolongation thereof to the intersection with a line midway between Calyer street and Meserole avenue; thence eastwardly along the said line midway between Calyer street and Meserole avenue to a point distant 100 feet easterly from the easterly line of North Henry street; thence southwardly and parallel with North Henry street to the point or place of beginning.

Resolved, That this Board consider the proposed area of assessment at a meeting of the Board, to be held in the City of New York, Borough of Manhattan, in the City Hall, on the 17th day of January, 1908, at 10:30 a.m., and that at the same time and place a public hearing thereon will then and there be had.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby to be published in the City Record and the corporation newspapers for ten days prior to the 17th day of January, 1908.

Dated December 31, 1907.
JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone 2280 Worth.

d31,j15

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Greenpoint avenue, from First to Fourth street; Skillman avenue, from Cleveland avenue to Sixth street; Cleveland avenue, from Grout avenue to Skillman avenue; Third street, from Grout avenue to Woodside avenue; Fourth street, from Grout avenue to Woodside avenue, and Fifth street, from Grout avenue to Woodside avenue, in the Borough of Queens, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on January 17, 1908, at 10:30 o'clock a.m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions, adopted by the Board on December 20, 1907, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grade of Greenpoint avenue, from First to Fourth street; Skillman avenue, from Cleveland avenue to Sixth street; Cleveland avenue, from Grout avenue to Skillman avenue; Third street, from Grout avenue to Woodside avenue; Fourth street, from Grout avenue to Woodside avenue, and Fifth street, from Grout avenue to Woodside avenue, in the Borough of Queens, City of New York, more particularly described as follows:

Greenpoint Avenue.

1. The elevation at First street to be 103.5 feet, as heretofore established.
2. The elevation at Cleveland avenue to be 100 feet.
3. The elevation at Third street to be 86 feet.
4. The elevation at Fourth street, as Fourth street is laid out south of Greenpoint avenue, to be 71 feet.

Skillman Avenue.

1. The elevation at Cleveland avenue to be 93 feet, as heretofore established.
2. The elevation at Third street, as Third street is laid out north of Skillman avenue, to be 83 feet.
3. The elevation of Fourth street, as Fourth street is laid out north of Skillman avenue, to be 70 feet.
4. The elevation at Fifth street to be 60 feet.
5. The elevation at Sixth street to be 56.75 feet, as heretofore established.

Cleveland Avenue.

1. The elevation at Grout avenue to be 106 feet, as heretofore established.
2. The elevation at Greenpoint avenue to be 100 feet.
3. The elevation at Skillman avenue to be 93 feet, as heretofore established.

Third Street.

1. The elevation at Grout avenue to be 91 feet, as heretofore established.
2. The elevation at Greenpoint avenue to be 86 feet.
3. The elevation at Skillman avenue to be 83 feet.
4. The elevation at Woodside avenue to be 70 feet, as heretofore established.

Fourth Street.

1. The elevation at Grout avenue to be 76 feet.
2. The elevation at Greenpoint avenue to be 71 feet.
3. The elevation at Skillman avenue to be 70 feet.
4. The elevation at Woodside avenue to be 62 feet, as heretofore established.

Fifth Street.

1. The elevation at Grout avenue to be 59 feet.
2. The elevation at a point 250 feet southerly from the southerly line of Skillman avenue to be 61.5 feet.
3. The elevation at Skillman avenue to be 60 feet.
4. The elevation at Woodside avenue to be as heretofore established.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 17th day of January, 1908, at 10:30 o'clock a.m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 17th day of January, 1908.

Dated December 31, 1907.

JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone 2280 Worth.

d31,j15

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the line and grade of Decatur street, from Forest avenue to Myrtle avenue, and change the grade of Myrtle avenue, from Fresh Pond road to Buchman avenue, in the Borough of Queens, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on January 17, 1908, at 10:30 o'clock a.m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions, adopted by the Board on December 20, 1907, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the line and grade of Decatur street, from Forest avenue to Myrtle avenue, and changing the grade of Myrtle avenue, from Fresh Pond road to Buchman avenue, in the Borough of Queens, City of New York, more particularly described as follows:

Change of Line of Decatur Street.

1. The westerly line of Decatur street is to extend between a point on the northwesterly line of Decatur street as at present laid out, distant 524.10 feet northerly from the intersection with the northeasterly line of Forest avenue and a point on the southerly line of Myrtle avenue distant 135.35 feet easterly from the intersection with the southeasterly line of Summerfield street.
2. The easterly line of Decatur street is to be 60.05 feet from and parallel with the westerly line, as hereinbefore described.
3. That portion of Decatur street as at present laid out lying between the easterly line of Decatur street, as hereinbefore described, and the southerly line of Myrtle avenue is to be discontinued and closed.

Grades.

1. The elevation at Forest avenue is to be 80 feet, as heretofore established.
2. The elevation at a point distant 125.0 feet northeasterly from the northeasterly line of Forest avenue is to be 80.75 feet.
3. The elevation at the angle point north-easterly from Forest avenue is to be 78.5 feet.
4. The elevation at Myrtle avenue is to be 77.25 feet.

Myrtle Avenue.

1. The elevation at Fresh Pond road is to be 75.50 feet, as heretofore established.
2. The elevation at Decatur street, laid out as hereinbefore described, is to be 77.25 feet.
3. The elevation at Buchman avenue is to be 77.75 feet, as heretofore established.

All elevations refer to mean high water datum as established for the Borough of Queens.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 17th day of January, 1908, at 10:30 o'clock a.m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 17th day of January, 1908.

Dated December 31, 1907.

JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone 2280 Worth.

d31,j15

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Seventy-fourth street, between Thirteenth and Fourteenth avenues, in the Borough of Brooklyn, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on January 17, 1908, at 10:30 o'clock a.m., at which such proposed change will be considered by said Board, all of which is more particularly set forth and described in the following resolutions, adopted by the Board on December 20, 1907, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grade of Seventy-fourth street, between Thirteenth and Fourteenth avenues, in the Borough of Brooklyn, City of New York, more particularly described as follows:

Beginning at the intersection of Thirteenth avenue and Seventy-fourth street, the elevation to be 50 feet, as heretofore;

Thence southeasterly to a point distant 430 feet from the southeasterly building line of Thirteenth avenue, the elevation to be 41.85 feet;

Thence southeasterly to a point distant 170 feet from the last mentioned point, the elevation to be 39.45 feet;

Thence southeasterly to the intersection of Fourteenth avenue, the elevation to be 38.50 feet, as heretofore.

Note—All elevations refer to mean high water datum, as determined by the Bureau of Highways, Borough of Brooklyn.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 17th day of January, 1908, at 10:30 o'clock a.m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 17th day of January, 1908.

Dated December 31, 1907.

JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone 2280 Worth.

d31,j15

Note—All elevations refer to mean high-water datum, as determined by the Bureau of Highways, Borough of Brooklyn.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 17th day of January, 1908, at 10:30 o'clock a.m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 17th day of January, 1908.

Dated December 31, 1907.

JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

d31,j15

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Crown street, from Schenectady avenue to Rochester avenue, Borough of Brooklyn, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on January 17, 1908, at 10:30 o'clock a.m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 17th day of January, 1908.

Dated December 31, 1907.

JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

d31,j15

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of Mott avenue, from the northwest curb intersection of East One Hundred and Thirty-eighth street to a point 250 feet northerly thereof, and of Walton avenue, from the northwest curb intersection of East One Hundred and Thirty-eighth street to a point 100 feet northerly thereof, in the Borough of The Bronx, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on January 17, 1908, at 10:30 o'clock a.m., at which such proposed change will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by the Board on December 20, 1907, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grades of Mott avenue, from the northwest curb intersection of East One Hundred and Thirty-eighth street to a point 250 feet northerly thereof, and of Walton avenue, from the northwest curb intersection of East One Hundred and Thirty-eighth street to a point 100 feet northerly thereof, in the Borough of The Bronx.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 17th day of January, 1908.

Dated December 31, 1907.

JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.
Telephone, 2280 Worth.

d31,j15

NOTICE IS HEREBY GIVEN THAT THE Board of Estimate and Apportionment of The City of New York, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York so as to change the grade of East Fourth street, from Avenue C to Beverly road, in the Borough of Brooklyn, and that a meeting of said Board will be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on January 17, 1908, at 10:30 o'clock a.m., at which such proposed change will be considered by said Board, all of which is more particularly set forth and described in the following resolutions adopted by the Board on December 20, 1907, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Estimate and Apportionment of The City of New York, in pursuance of the provisions of section 442 of the Greater New York Charter, as amended, deeming it for the public interest so to do, proposes to change the map or plan of The City of New York by changing the grade of East Fourth street, from Avenue C to Beverly road, in the Borough of Brooklyn, City of New York, more particularly described as follows:

Beginning at the intersection of Avenue C and East Fourth street, the elevation to be 50.79 feet, as heretofore;

Thence northerly to a summit distant 340 feet north of the northerly building line of Avenue C, the elevation to be 51.94 feet;

Thence northerly to the intersection of Beverly road and East Fourth street, the elevation to be 49.43 feet, as heretofore.

Note—All elevations refer to mean high-water datum, as determined by the Bureau of Highways, Borough of Brooklyn.

Resolved, That this Board consider the proposed change at a meeting of the Board, to be held in the City Hall, Borough of Manhattan, City of New York, on the 17th day of January, 1908, at 10:30 o'clock a.m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the City Record and the corporation newspapers for ten days continuously, Sundays and legal holidays excepted, prior to the 17th day of January, 1908.

Dated December 31,

City of New York, on the 17th day of January, 1908, at 10:30 o'clock a. m.

Resolved, That the Secretary of this Board cause these resolutions and a notice to all persons affected thereby that the proposed change will be considered at a meeting of the Board, to be held at the aforesaid time and place, to be published in the CITY RECORD and the corporation newspapers for ten days continuously, Sunday and legal holidays excepted, prior to the 17th day of January, 1908.

Dated December 31, 1907.

JOSEPH HAAG,
Secretary,
No. 277 Broadway, Room 1406.

Telephone, 2280 Worth.

j31,j15

DEPARTMENT OF FINANCE.

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

AT THE REQUEST OF THE BOARD OF EDUCATION, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction all the buildings, parts of buildings, etc., now standing upon property owned by The City of New York, acquired for school purposes in the

Borough of Manhattan.

Being all those buildings, parts of buildings, etc., on the northeast corner of Hester and Baxter streets, adjoining Public School 130, and which are more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution of the Commissioners of the Sinking Fund, adopted at a meeting held December 18, 1907, the sale of the above described buildings and appurtenances thereto will be held by direction of the Comptroller on

MONDAY, JANUARY 27, 1908,

at 10 a. m., on the premises, upon the following

TERMS AND CONDITIONS.

It being understood that the purchasers at the time of the auction sale, when the said bid is accepted by the City, shall execute a contract with The City of New York for the proper compliance with these terms and conditions, which contract shall provide for liquidated damages at so much per day for each and every day the removal of the buildings, etc., remains incomplete after the expiration of sixty days from the day of sale. A copy of the contract is on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of The City of New York, and must either give a certified check or cash in half the amount of the purchase price as security for the faithful performance of the terms and conditions of the sale and contract. Where the amount of the purchase price does not equal or exceed the sum of fifty dollars the sum of fifty dollars shall be the amount of the security deposited. This security must be deposited within forty-eight hours after the sale, and may at any time after the expiration of the contract period be applied by the City to the cost of completing any work required under the contract but unfinished at the expiration of the contract period.

All the buildings, structures and parts thereof, their fixtures and foundations, of every class and description within the described area, are to be torn down to the existing curb level, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stoops and area walls shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away.

The purchaser at the sale shall also shut off and cap all water pipes at the main pipe in the street, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings or appurtenances, or any portion thereof, within sixty days from the day of sale, will work forfeiture of ownership of such buildings or appurtenances or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and The City of New York will, without notice to the purchaser, cause the same to be removed and the costs and expenses thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner and must be completed within sixty days from the day of sale, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damages and costs to which it, they or any of them, be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All furlings, plaster, chimneys, projecting brick, etc., on the faces of such party walls are to be taken down and removed. The walls shall be made permanently self-supporting, beamholes, etc., bricked up, and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made water-tight where they have been disturbed by the operations of the contractor.

The Comptroller of The City of New York reserves the right on the day of sale to withdraw from sale any of the buildings, parts of buildings and machinery included therein, or to reject any and all bids.

H. A. METZ,
Comptroller.

City of New York, Department of Finance,
Comptroller's Office, January 9, 1908.

j13,27

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

AT THE REQUEST OF THE BOARD OF EDUCATION, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction all the buildings, parts of buildings, etc., now standing upon property owned by The City of New York, acquired for school purposes in the

Borough of The Bronx.

Being all those buildings, parts of buildings, etc., on the southwest corner of Prospect avenue and One Hundred and Seventy-sixth street, Borough of The Bronx, and which are more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution of the Commissioners of the Sinking Fund, adopted at a meeting held December 18, 1907, the sale of the above described buildings and appurtenances thereto will be held by direction of the Comptroller on

TUESDAY, JANUARY 28, 1908,

at 10 a. m., on the premises, upon the following

TERMS AND CONDITIONS.

It being understood that the purchasers at the time of the auction sale, when the said bid is accepted by the City, shall execute a contract with The City of New York for the proper compliance with these terms and conditions, which contract shall provide for liquidated damages at so much per day for each and every day the removal of the buildings, etc., remains incomplete after the expiration of sixty days from the day of sale. A copy of the contract is on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of The City of New York, and must either give a certified check or cash in half the amount of the purchase price as security for the faithful performance of the terms and conditions of the sale and contract. Where the amount of the purchase price does not equal or exceed the sum of fifty dollars the sum of fifty dollars shall be the amount of the security deposited. This security must be deposited within forty-eight hours after the sale, and may at any time after the expiration of the contract period be applied by the City to the cost of completing any work required under the contract but unfinished at the expiration of the contract period.

All the buildings, structures and parts thereof, their fixtures and foundations, of every class and description within the described area, are to be torn down to the existing curb level, and structures which may exist within any of the buildings, such as engine beds, boiler settings, etc., and all stoops and area walls shall be torn down to the same level. All partitions, sheds and fences shall be removed from the premises. All brick laid in mortar, all floor beams, joists, studdings, flooring, ceiling, roofing, boards and woodwork of every description, and all gas, water, steam and soil piping shall be removed from the premises. All combustible matter, such as tar and felt roofing, broken laths and fragments of timber, chips, splinters, etc., which are of no value, shall be gathered together by the contractor and burned or carried away.

The purchaser at the sale shall also shut off and cap all water pipes at the main pipe in the street, in compliance with the rules and regulations of the Department of Water Supply, Gas and Electricity.

Failure to remove said buildings or appurtenances, or any portion thereof, within sixty days from the day of sale, will work forfeiture of ownership of such buildings or appurtenances or portion as shall then be left standing, and the bidder's assent to the above conditions being understood to be implied by the act of bidding, and The City of New York will, without notice to the purchaser, cause the same to be removed and the costs and expenses thereof charged against the security above mentioned.

The work of removal must be carried on in every respect in a thorough and workmanlike manner, and must be completed within sixty days from the day of sale, and the successful bidder will provide and furnish all materials of labor and machinery necessary thereto, and will place proper and sufficient guards and fences and warning signs by day and night for the prevention of accidents, and will indemnify and save harmless The City of New York, its officers, agents and servants, and each of them, against any and all suits and actions, claims and demands of every name and description brought against it, them or any of them, and against and from all damages and costs to which it, they or any of them, be put by reason of injury to the person or property of another, resulting from negligence or carelessness in the performance of the work, or in guarding the same, or from any improper or defective materials or machinery, implements or appliances used in the removal of the said buildings.

Party walls and fences, when existing against adjacent property not sold, shall not be taken down. All furlings, plaster, chimneys, projecting brick, etc., on the faces of such party walls are to be taken down and removed. The walls shall be made permanently self-supporting, beamholes, etc., bricked up, and the wall pointed and made to exclude wind and rain and present a clean exterior. The roofs of the adjacent buildings shall be properly flashed and painted and made water-tight where they have been disturbed by the operations of the contractor.

The Comptroller of The City of New York reserves the right on the day of sale to withdraw from sale any of the buildings, parts of buildings and machinery included therein, or to reject any and all bids.

H. A. METZ,
Comptroller.

City of New York, Department of Finance,
Comptroller's Office, January 9, 1908.

TWENTY-FOURTH WARD, SECTIONS 11 AND 12.

SOUTHERN BOULEVARD—REGULATING, GRADING, SETTING CURBSTONE, FLAGGING THE SIDEWALKS, a space 4 feet wide (excepting the easterly sidewalk from Crotona parkway, at the entrance to Crotona Park near East One Hundred and Seventy-fifth street, to Bronx Park, at East One Hundred and Eighty-second street), LAYING CROSSWALKS, BUILDING APPROACHES AND ERECTING FENCES, from Boston road, at or about East One Hundred and Seventy-fourth street, to the prolongation of the northerly line of St. John's College property eastwardly and crossing Southern boulevard. Area of assessment: Both sides of Southern boulevard, from Boston road at about One Hundred and Seventy-fourth street to the northerly line of St. John's College property, and crossing Southern boulevard, and to the extent of half the block at the intersecting streets and avenues.

TWENTY-FOURTH WARD—SECTION 12.

HEATH AVENUE—REGULATING, GRADING, CURBING, FLAGGING, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES, from Bailey avenue to Fort Independence street. Area of assessment: Both sides of Heath avenue, from Bailey avenue to Fort Independence street, and to the extent of half the block at the intersecting and terminating streets and avenues.

—that the same were confirmed by the Board of Revision of Assessments January 9, 1908, and entered on January 9, 1908, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof on the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." * * *

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Mechanics' Bank Building, Court and Montague streets, Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before March 9, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when such assessment became a lien to the date of payment.

HERMAN A. METZ,
Comptroller.

City of New York, Department of Finance,
Comptroller's Office, January 9, 1908.

j10,23

NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE GREATER NEW YORK CHARTER, THE COMPTROLLER OF THE CITY OF NEW YORK HEREBY GIVES PUBLIC NOTICE TO ALL PERSONS, OWNERS OF PROPERTY, AFFECTIONED BY THE FOLLOWING ASSESSMENT FOR LOCAL IMPROVEMENTS IN THE BOROUGH OF MANHATTAN:

TWELFTH WARD, SECTION 8.

WEST ONE HUNDRED AND SIXTY-NINTH STREET—REGULATING, GRADING, CURBING AND FLAGGING, from Broadway to Fort Washington avenue. Area of assessment: Both sides of West One Hundred and Sixty-ninth street, from Broadway to Fort Washington avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

—that the same was confirmed by the Board of Assessors on January 7, 1908, and entered on January 7, 1908, in the Board of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof on the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record." * * *

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room H, No. 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before March 7, 1908, will be exempt from interest as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessment became a lien to the date of payment.

HERMAN A. METZ,
Comptroller.

City of New York, Department of Finance,
Comptroller's Office, January 7, 1908.

j10,22

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

AT THE REQUEST OF THE PARK COMMISSIONER, public notice is hereby given that the Commissioners of the Sinking Fund, by virtue of the powers vested in them by law, will offer for sale at public auction all the buildings, parts of buildings, etc., now standing upon property owned by The City of New York acquired for park purposes in the

Borough of Manhattan.

Being all those buildings, parts of buildings, etc., on West One Hundred and Forty-fifth street and Edgecombe avenue, more particularly known as Nos. 335, 337, 339, 341 and 343 West One Hundred and Forty-fifth street and No. 245 Edgecombe avenue, and which are more particularly described on a certain map on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

Pursuant to a resolution of the Commissioners of the Sinking Fund, adopted at a meeting held October 23, 1907, the sale of the above described buildings and appurtenances thereto will be held by direction of the Comptroller on

MONDAY, JANUARY 20, 1908,

at 10 a. m. on the premises, upon the following

TERMS AND CONDITIONS.

It being understood that the purchasers at the time of the auction sale, when the said bid is accepted by the City, shall execute a contract with The City of New York for the proper compliance with these terms and conditions, which contract shall provide for liquidated damages

IN PURSUANCE OF SECTION 1018 OF THE GREATER NEW YORK CHARTER, THE COMPTROLLER OF THE CITY OF NEW YORK HEREBY GIVES PUBLIC NOTICE TO ALL PERSONS, OWNERS OF PROPERTY, AFFECTIONED BY THE FOLLOWING ASSESSMENT FOR LOCAL IMPROVEMENTS IN THE BOROUGH OF THE BRONX:

TWENTY-FOURTH WARD, SECTION 11.

YVSE AVENUE—REGULATING, GRADING, CURBING, FLAGGING, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES, from One Hundred and Seventy-second street to One Hundred and Eighty-second street. Area of assessment: Both sides of Yvse avenue, from One Hundred and Seventy-second street to One Hundred and Eighty-second street, and to the extent of half the block at the intersecting streets and avenues.

TWENTY-FOURTH WARD, SECTION 5.

DEAN STREET—REGULATING, GRADING, CURBING AND LAYING CEMENT SIDEWALKS, between Saratoga and Rockaway avenues. Area of assessment: Both sides of Dean street, from Saratoga to Rockaway avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 18. EXTRA WORK IN CONNECTION WITH THE REGULATING, GRADING, ETC., OF VERNON AVENUE, FROM TENTH STREET TO ONE HUNDRED FEET NORTH OF NOTT AVENUE, IN THE CONSTRUCTION, RAISING AND RESETTING OF MANHOLES AND RECEIVING BASINS AND APPURTENANCES.

Area of assessment includes all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

Both sides of Vernon avenue, from a point about one hundred feet south of Eleventh street to Nott avenue; both sides of Hancock street, from Twelfth street to a point about one hundred and thirty-six feet north of Twelfth street; both sides of Eleventh and Twelfth streets, extending about four hundred and twenty-five feet east of Vernon avenue; both sides of Division street, extending about one hundred and eight feet west of Vernon avenue; east side of Vernon avenue, from Nott avenue to Thirteenth street; south side of Thirteenth street, extending about one hundred and forty-six feet east of Hamilton street.

The Board of Assessors has levied and assessed the foregoing assessments in twenty equal annual installments:

The "Fifth Installment" in each case is now due and payable, and hereafter for fifteen years an amount equal to one of the aforesaid annual installments with interest shall be assessed upon the lots or parcels of land benefited by said improvements. These assessments were confirmed by the Board of Revision of Assessments on December 29, 1903, and the "Fifth Installment," entered on December 29, 1907, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents.

Unless the amount of the fifth installment in each case shall be paid within sixty days after said date of entry, interest shall be charged, collected and received thereon as provided in section 109 of the Greater New York Charter.

Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides * * * "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears, at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, at the Hackett Building, No. 51 Jackson avenue, Long Island City, Borough of Queens, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. until 12 m., and all payments made thereon on or before February 27, 1908, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when above assessments became liens to the date of payment.

HERMAN A. METZ,
Comptroller.
City of New York—Department of Finance,
Comptroller's Office, December 30, 1907.

d31,j14

DEPARTMENT OF FINANCE, CITY OF NEW YORK,
BUREAU FOR THE COLLECTION OF ASSESSMENTS
AND ARREARS, BOROUGH OF BROOKLYN, May 17,
1907.

NOTICE IS HEREBY GIVEN TO ALL whom it may concern that, in pursuance of law, a list has been prepared and may be obtained at the office of the Deputy Collector of Assessments and Arrears in the Borough of Brooklyn, Mechanics' Bank Building (third floor), corner of Montague and Court streets, in said Borough, of the parcels of land and premises in said Borough upon which any tax, assessment or water rates, levied or imposed subsequent to July 1, 1882, and prior to January 1, 1898, had been returned or transmitted to the former Registrar of Arrears prior to the thirty-first day of December, 1897, or to the Collector of Assessments and Arrears subsequent thereto, and now remains unpaid and in arrears, and that the said several parcels of land specified in the said list will be sold, at public auction, to the highest bidder, on Wednesday, June 19, 1907, at 2 o'clock p. m., in the Borough Hall, in the said Borough of Brooklyn, in the large room designated Room No. 2, in the rear of the Borough Hall, now used by the Spanish War Veterans' Association, for the payment of the aggregate amount of all arrears of taxes, assessments and water rents due thereon and returned and transmitted as aforesaid, with all default, interest and expenses accrued thereon.

HERMAN A. METZ,
Comptroller of The City of New York.

This sale will be continued on
WEDNESDAY, JANUARY 29, 1908
at 2 o'clock p. m., in Room No. 2, in basement of Borough Hall, Borough of Brooklyn.

HERMAN A. METZ,
Comptroller of The City of New York.

d28,j29

NOTICE OF SALE OF LANDS AND TENEMENTS WITHIN THAT PART OF THE CITY OF NEW YORK NOW KNOWN AS THE BOROUGH OF RICHMOND, FOR UNPAID TAXES AND ASSESSMENTS.

THE CITY OF NEW YORK, DEPARTMENT OF FINANCE, BUREAU FOR THE COLLECTION OF ASSESSMENTS AND ARREARS OF TAXES, ASSESSMENTS AND WATER RENTS, STEWART BUILDING, NO. 280 BROADWAY, BOROUGH OF MANHATTAN, NEW YORK CITY, August 10, 1907.

UNDER THE DIRECTION OF HERMAN A. Metz, Comptroller of The City of New York, the undersigned hereby gives public notice pursuant to the provisions of section 1027 of the Greater New York Charter:

That the respective owners of the lands and tenements within that part of The City of New York now known as the Borough of Richmond, on which taxes have been laid and confirmed according to law by The City of New York for the years 1899, 1900, 1901, 1902 and 1903, including taxes on the real estate of corporations for the said years and taxes on the special franchises of corporations for the years 1900, 1901, 1902 and 1903, and which now remain due and unpaid:

And also the respective owners of all lands and tenements in The City of New York, situated in the borough aforesaid, on which the assessments have been laid according to law by the said City of New York for the years 1899, 1900, 1901, 1902, 1903 and 1904, and which now remain due and unpaid, are required to pay the amount of the said taxes and assessments so remaining due

and unpaid, with the interest thereon at the rate of seven (7) per centum per annum, from the time when the same became due to the time of payment, together with the charges of this notice and advertisement, to the Collector of Assessments and Arrears, at his office in the Borough Hall, New Brighton, in the Borough of Richmond, in The City of New York.

And that, if default shall be made in such payment, such lands and tenements will be sold at public auction, in Room 129, Borough Hall, New Brighton, in the Borough of Richmond, in The City of New York, on

WEDNESDAY, NOVEMBER 20, 1907,

at 10 o'clock in the forenoon of that day, for the lowest term of years at which any person shall offer to take the same, in consideration of advancing the said taxes or assessments, as the case may be, and the interest thereon as aforesaid, to the time of sale, together with the charges of this notice and advertisement, and all other costs and charges accrued thereon; and that such sale will be continued from time to time until all the lands and tenements so advertised for sale shall be sold.

Notice is hereby further given that a detailed statement of such taxes and assessments and the ownership of the property taxed and on which such taxes and assessments remain unpaid, is published in a pamphlet and that copies of the said pamphlet are deposited in the offices of the Collector of Assessments and Arrears in the Boroughs of Manhattan and Richmond, and will be delivered to any person applying for the same.

DANIEL MOYNAHAN,
Collector of Assessments and Arrears
of The City of New York.

The foregoing sale will continue on
WEDNESDAY, JANUARY 15, 1908,
at 10 o'clock a. m., in Room 129, Borough Hall, Borough of Richmond.

DANIEL MOYNAHAN,
Collector of Assessments and Arrears.
d10,j15

DEPARTMENT OF FINANCE, CITY OF NEW YORK, December 14, 1906.

UNTIL FURTHER NOTICE AND UNLESS otherwise directed in any special case surety companies will be accepted as sufficient upon the following contracts to the amounts named:

Supplies of Any Description, including Gas and Electricity—
One company on a bond up to \$50,000.
Two companies on a bond up to \$125,000.
Three companies on a bond up to \$250,000.

Asphalt, Asphalt Block and Wood Block Pavements—
Two companies on a bond up to \$50,000.
Three companies on a bond up to \$125,000.

Regulating, Grading, Paving, Sewers, Water Mains, Dredging, Construction of Parks, Parkways, Etc.—
One company on a bond up to \$25,000.
Two companies on a bond up to \$75,000.
Three companies on a bond up to \$150,000.
Four companies on a bond up to \$250,000.

New Docks, Buildings, Bridges, Aqueducts, Tunnels, Etc.—
One company on a bond up to \$25,000.
Two companies on a bond up to \$75,000.
Three companies on a bond up to \$150,000.
Four companies on a bond up to \$250,000.

Repairs, Ventilating, Heating, Plumbing, Etc.—
One company on a bond up to \$25,000.
Two companies on a bond up to \$75,000.
Three companies on a bond up to \$150,000.
Four companies on a bond up to \$250,000.

On bonds regarded as hazardous risks additional surety will be required as the Comptroller sees fit in each instance.

All bonds exceeding \$250,000 will by that fact alone be considered hazardous risks, no matter what the nature of the work.

H. A. METZ,
Comptroller.

OFFICIAL PAPERS.

Morning—"The Sun," "The New York Times."
Evening—"The Globe," "The Evening Mail."
Weekly—"Democracy," "Real Estate Record and Guide."

German—"Staats-Zeitung."
Designated by the Board of City Record, January 22, 1906. Amended March 1, 1906, November 20, 1906, and February 20, 1907.

BOROUGH OF RICHMOND.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND, BOROUGH HALL, ST. GEORGE, NEW BRIGHTON, NEW YORK CITY.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Richmond at the above office until 12 o'clock noon on

TUESDAY, JANUARY 28, 1908,

Borough of Richmond.

No. 1. FOR FURNISHING AND DELIVERING THREE HUNDRED (300) BARRELS OF PORTLAND CEMENT, AT SUCH POINTS WITHIN THE BOROUGH OF RICHMOND, AND IN SUCH QUANTITIES, FROM TIME TO TIME, AS THE SUPERINTENDENT OF THE BUREAU OF HIGHWAYS MAY DIRECT.

The time for the completion of the work and the full performance of the contract is until October 1, 1908.

The amount of security required is Three Hundred Dollars (\$300).

No. 2. FOR FURNISHING AND DELIVERING TWENTY THOUSAND (20,000) FEET (B. M.) SPRUCE, AND FIVE THOUSAND (5,000) FEET (B. M.) YELLOW PINE LUMBER, AT SUCH POINTS WITHIN THE BOROUGH OF RICHMOND, AND IN SUCH QUANTITIES, FROM TIME TO TIME, AS THE SUPERINTENDENT OF THE BUREAU OF HIGHWAYS MAY DIRECT.

The time for the completion of the work and the full performance of the contract is until November 30, 1908.

The amount of security required is Five Hundred Dollars (\$500).

No. 3. FOR FURNISHING AND DELIVERING EIGHT HUNDRED (800) CUBIC YARDS OF BUILDING SAND AT SUCH POINTS WITHIN THE BOROUGH OF RICHMOND, AND IN SUCH QUANTITIES, FROM TIME TO TIME, AS THE SUPERINTENDENT OF THE BUREAU OF HIGHWAYS MAY DIRECT.

The time for the completion of the work and the full performance of the contract is until October 1, 1908.

The amount of security required is Five Hundred Dollars (\$500).

No. 4. FOR FURNISHING AND DELIVERING TEN THOUSAND (10,000) TONS ONE AND ONE-HALF (1 1/2) INCH OR THREE-QUARTER (3/4) INCH BROKEN STONE OR SCREENINGS ON RICHMOND VALLEY ROAD AND AMBOY ROAD OR AVENUE.

The time for the completion of the work and the full performance of the contract is until June 30, 1908.

The amount of security required is Eight Thousand Dollars (\$8,000).

The contracts must be bid for separately, and the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Bidders are requested to make their bids or estimates upon the blank form prepared by the President, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor at the office of the said President. The plans and drawings may be seen and other information obtained at the office of the Commissioner of Public Works of the Borough of Richmond, Borough Hall, New Brighton, Borough of Richmond.

GEORGE CROMWELL,
President.

The City of New York, January 8, 1908.

j9,28

²² See General Instructions to Bidders on the last page, last column, of the "City Record."

MUNICIPAL CIVIL SERVICE COMMISSION.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK CITY, January 10, 1908.

PUBLIC NOTICE IS HEREBY GIVEN OF the proposed amendment of the Municipal Civil Service classification by striking from the exempt class, under the heading "Mayor's Office," the following title:

"Executive Secretary."

A public hearing will be had on the proposed amendment, in accordance with Rule III, at the offices of the Commission, No. 299 Broadway, on

WEDNESDAY, JANUARY 15, 1908,

at 10 o'clock a. m.

FRANK A. SPENCER,
Secretary.

j11,14

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, January 6, 1908.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from MONDAY, JANUARY 6, until 12 noon on SATURDAY, JANUARY 18, 1908, for the position of

PATROLMAN ON AQUEDUCT.

The subjects and weights of the examination are as follows:

Physical 5
Experience 2
Mental 3

The subjects and weights of the mental examination are as follows:

Duties 8
Arithmetic 2

Seventy per cent. is required on the physical examination and 70 per cent. on the mental, and 70 per cent. on all.

Candidates must be resident citizens of the State of New York, and not less than 21 nor more than 35 years old, and not less than 5 feet 7 inches in height.

The work will be wholly outside The City of New York.

A number of appointments will be made immediately by the Board of Water Supply.

The salary is \$75 a month.

Notice will be given later of the dates of the physical and mental examinations.

The attention of candidates is called to the following:

The provisions of the law governing appointments to this position are in part as follows:

"It shall be the duty of the Board of Water Supply of The City of New York to provide proper police protection to the inhabitants of the localities in which any work may be constructed under the authority of this act, and during the period of construction, against the acts or omissions of persons employed on such works or found in the neighborhood thereof."

"The sheriff of a county wherein a certificate of appointment of any such person as a peace officer is filed may cancel such certificate for cause."

F. A. SPENCER,
Secretary.

j6,18

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, December 16, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from MONDAY, DECEMBER 16, until 4 p. m. MONDAY, DECEMBER 30, 1907, for the position of

TYPEWRITING COPYIST, SECOND GRADE (MALE AND FEMALE).

The examination will be held on

MONDAY, JANUARY 20, 1908,

at 10 a. m.

The subjects and weights of the examination are as follows:

Speed test 6
(Copying on machine. Both correctness and rapidity to be considered.)

Tabulation 3
(Neatness and excellence of work to be considered, but not time of execution.)

Arithmetic 1

The percentage required is 70.

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH STREET, NEW YORK.

TO CONTRACTORS.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2:30 o'clock p. m. on

MONDAY, JANUARY 20, 1908.

FOR FURNISHING AND DELIVERING HARDWARE, METALS, CROCKERY, GLASSWARE, WOODEN WARE, CORDAGE, LEATHER FINDINGS AND FOR OTHER MISCELLANEOUS SUPPLIES.

The time for the performance of the contract is during the year 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price, per pound, per dozen or other unit, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total and awards made to the lowest bidder on each line or item, as stated in the specifications.

Blank forms and further information may be obtained at the office of the Department, foot of East Twenty-sixth street, Borough of Manhattan.

ROBERT W. HEBBERD,

Commissioner.

The City of New York, January 7, 1908.

j7,20

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH STREET, NEW YORK.

BOROUGHS OF BROOKLYN AND QUEENS.

TO CONTRACTORS.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2:30 o'clock p. m. on

WEDNESDAY, JANUARY 22, 1908.

FOR PROVIDING ALL THE LABOR AND MATERIALS REQUIRED TO REPAIR THE ROOFS AND PAINT THE EXTERIOR WALLS OF THE NEW YORK CITY HOME FOR THE AGED AND INFIRM, BOROUGH OF BROOKLYN.

The time allowed for the completion of the work and full performance of the contract is sixty (60) consecutive working days.

The surety required will be Fifteen Hundred Dollars (\$1,500).

The bidder will state one aggregate price for the whole work described and specified, as the contract is entire and for a complete job.

Blank forms and further information may be obtained at the office of the Architect of the Department, foot of East Twenty-sixth street, Borough of Manhattan, The City of New York, where plans and specifications may be seen.

ROBERT W. HEBBERD,

Commissioner.

Dated January 7, 1908.

j7,20

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH STREET, NEW YORK.

TO CONTRACTORS.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2:30 o'clock p. m. on

WEDNESDAY, JANUARY 15, 1908.

NO. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR PAINTING AND ROOFING NURSES' HOME, METROPOLITAN HOSPITAL, BLACKWELL'S ISLAND, THE CITY OF NEW YORK.

NO. 2. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR POINTING UP THE EXTERIOR WALLS OF THE MALE TUBERCULOSIS INFIRMARY, METROPOLITAN HOSPITAL, BLACKWELL'S ISLAND, THE CITY OF NEW YORK.

NO. 3. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR REPAIRING ROOFS, LEADERS AND GUTTERS ON THE CITY HOSPITAL, BLACKWELL'S ISLAND, THE CITY OF NEW YORK.

The time allowed for the completion of the work and full performance of each contract is: Thirty (30) consecutive working days on Contract No. 1, sixty (60) consecutive working days on Contract No. 2 and forty (40) consecutive working days on Contract No. 3.

The security required will be: Six Hundred Dollars (\$600) on Contract No. 1, One Thousand Dollars (\$1,000) on Contract No. 2 and Two Thousand Dollars (\$2,000) on Contract No. 3.

The bidder will state one aggregate price for each contract described and specified, as each contract is entire and for a complete job.

Blank forms and further information may be obtained at the office of the Architect of the Department, foot of East Twenty-sixth street, The City of New York, where plans and specifications may be seen.

ROBERT W. HEBBERD,

Commissioner.

Dated December 30, 1907.

j31,j15

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH STREET, NEW YORK.

BOROUGHS OF BROOKLYN AND QUEENS.

TO CONTRACTORS.

PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2:30 o'clock p. m. on

FRIDAY, JANUARY 17, 1908.

NO. 1. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR EXTENDING AND ALTERING THE ELEVATOR IN THE WESTERLY WING OF THE CUMBERLAND STREET HOSPITAL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

NO. 2. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR LAYING NEW FLOORING AND BASE THROUGHOUT CUMBERLAND STREET HOSPITAL, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

The time allowed for the completion of the work and full performance of each contract is: Seventy-five (75) consecutive working days on Contract No. 1 and seventy (70) consecutive working days on Contract No. 2.

The security required will be: Six Hundred and Fifty Dollars (\$650) on Contract No. 1 and Two Thousand Five Hundred Dollars (\$2,500) on Contract No. 2.

The bidder will state one aggregate price for each contract described and specified, as each contract is entire and for a complete job.

Blank forms and further information may be obtained at the office of the Architect of the Department, foot of East Twenty-sixth street, Borough of Manhattan, The City of New York, where plans and specifications may be seen.

ROBERT W. HEBBERD,

Commissioner.

Dated December 30, 1907.

d31,j15

See General Instructions to Bidders on the last page, last column, of the "City Record."

BOARD OF ASSESSORS.

PUBLIC NOTICE IS HEREBY GIVEN TO the owner or owners of all houses and lots, improved or unimproved lands affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz:

BOROUGH OF MANHATTAN.

List 9444, No. 1. Regulating, grading, curbing, flagging and constructing wall and guard rail in West Two Hundred and Sixteenth street, from Broadway to the Harlem river.

BOROUGH OF THE BRONX.

List 9267, No. 2. Regulating, grading, curbing, flagging, laying crosswalks, building approaches and placing fences in Morris avenue, from St. James Park to Jerome avenue at Park View terrace, together with a list of awards for damages caused by a change of grade.

List 9277, No. 3. Regulating, grading, curbing, flagging, laying crosswalks, building approaches and placing fences in East Two Hundred and Fifth street, from Mosholu parkway to Jerome avenue, together with a list of awards for damages caused by a change of grade.

List 9427, No. 4. Regulating, grading, curbing, flagging, laying crosswalks, building approaches and placing fences in Trinity avenue, from Westchester avenue to Dater avenue.

BOROUGH OF QUEENS.

List 9284, No. 5. Grading, paving, curbing, and recuring Pomeroy street, from Broadway to Jamaica avenue.

List 9486, No. 6. Flagging Pomeroy street, between Broadway and Jamaica avenue.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of Two Hundred and Sixteenth street, between Broadway and Harlem river, and to the extent of half the block at the intersecting streets and avenues.

No. 2. Both sides of Morris avenue, from St. James Park to Jerome avenue at Park View terrace, and to the extent of half the block at the intersecting streets and avenues.

No. 3. Both sides of Two Hundred and Fifth street, from Mosholu parkway to Jerome avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 4. Both sides of Trinity avenue, from Westchester avenue to Dater avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 5. Both sides of Pomeroy street, from Broadway to Jamaica avenue, and to the extent of half the block at the intersecting streets and avenues.

No. 6. Both sides of Pomeroy street, from Broadway to Jamaica avenue.

All persons whose interests are affected by the above-named proposed assessments, and who are opposed to the same or either of them, are requested to present their objections, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, New York, on or before February 11, 1908, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

ANTONIO ZUCCA,
PAUL WEIMANN,
JAMES H. KENNEDY,
Board of Assessors.

WILLIAM H. JASPER,
Secretary,
No. 320 Broadway.
City of New York, Borough of Manhattan,
January 9, 1908.

j9,20

PUBLIC NOTICE IS HEREBY GIVEN TO all persons claiming to have been injured by a change of grade in the regulating and grading of the following-named streets to present their claims, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, on or before January 21, 1908, at 11 o'clock a. m., at which place and time the said Board of Assessors will receive evidence and testimony of the nature and extent of such injury. Claimants are requested to make their claims for damages upon the blank form prepared by the Board of Assessors, copies of which may be obtained upon application at the above office.

BOROUGH OF MANHATTAN.

List 9469. Two Hundred and Thirteenth street, from Tenth avenue to Harlem river.

List 9495. Haven avenue, from south side of West One Hundred and Seventieth street to a point 464.31 feet northerly therefrom.

List 9497. Post avenue, between Dyckman street and Tenth avenue.

List 9498. Two Hundred and Sixth street, from Tenth avenue to the bulkhead line of the Harlem river.

List 9513. One Hundred and Sixty-third street, between Broadway and Fort Washington avenue.

List 9518. A new street on the west of the Hall of Records, from Reade street to Chambers street.

BOROUGH OF THE BRONX.

List 9470. White Plains road, from Morris Park avenue to northern boundary line of The City of New York.

List 9490. East One Hundred and Sixty-third street, from Sherman avenue to Grand Boulevard and Concourse.

List 9491. East One Hundred and Seventy-second street, between Boston road and Southern boulevard.

List 9500. Third avenue, widening east side, from Willis avenue to East One Hundred and Forty-ninth street.

List 9501. Westchester avenue, from Bronx river to Main street, Westchester.

List 9519. Sherman avenue, from East One Hundred and Sixty-fourth street to East One Hundred and Sixty-eighth street.

List 9530. Steuben avenue, from Mosholu parkway to Gun Hill road.

List 9531. Longfellow avenue, from Westchester avenue to Boston road.

List 9532. Grand avenue, from Fordham road to St. James street.

List 9531. East Two Hundred and Eighth street, from Reservoir Oval West to Jerome avenue.

List 9520. Seabury place, from Charlotte street to Boston road.

List 9510. West One Hundred and Sixty-fifth street, from Sedgwick avenue to Ogden avenue.

BOROUGH OF BROOKLYN.

List 9515. Thirty-first street, between Avenue F and Glenwood road.

List 9516. Sixty-fourth street, between Third and Fourth avenues.

BOROUGH OF QUEENS.

List 9471. Tenth avenue (Steinway avenue), from Grand avenue to Vanderveer avenue, First Ward.

List 9472. Jamaica avenue, between Steinway avenue and the intersection of Newtown road and Thirteenth avenue, First Ward.

List 9473. Sixth avenue, from Jackson avenue to Graham avenue, First Ward.

List 9477. Debevoise avenue, from Jackson avenue to Flushing avenue.

List 9478. Fourth avenue, from Washington avenue to Graham avenue.

List 9479. Radde street, from Paynter avenue to Jane street.

List 9480. Second avenue, from Flushing avenue to a point 380 feet north of Potter avenue; Park place, from Woolsey avenue to Potter avenue; Woolsey avenue, from Second avenue to Park place.

List 9487. Carver street, from Newtown avenue to Flushing avenue, First Ward.

List 9488. Nott avenue, between Van Alst and Vernon avenues, First Ward.

List 9492. Fifteenth avenue, from Vanderveer avenue to Flushing avenue, First Ward.

List 9493. Ninth avenue, from Grand avenue to Jamaica avenue, First Ward.

List 9536. Hulst street, from Foster avenue to Skillman avenue, First Ward.

List 9537. Hulst street, from Thompson avenue to Greenpoint avenue, First Ward.

List 9538. Cooper street, between Grand avenue and Newtown avenue, First Ward.

List 9539. Fifteenth avenue, from Broadway to Graham avenue, First Ward.

List 9540. Wolcott avenue, from Shore road to Steinway avenue, First Ward.

ANTONIO ZUCCA,
PAUL WEIMANN,
JAMES H. KENNEDY,
Board of Assessors.

WILLIAM H. JASPER,
Secretary,
No. 320 Broadway.
City of New York, Borough of Manhattan,
January 4, 1908.

Second—That the abstracts of our said supplemental and amended estimate and assessment, together with our damage and

specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the CITY RECORD, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, January 7, 1908.

WM. E. STILLINGS, Chairman;
JAMES J. McCORMICK,
SIDNEY J. COWEN,
Commissioners.
j7.25

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose in fee, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND TWENTY-NINTH STREET, from Convent avenue to Amsterdam avenue (although not yet named by proper authority), in the Twelfth Ward, Borough of Manhattan, The City of New York.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I., to be held at the County Court House, in the Borough of Manhattan, in The City of New York, on the 20th day of January, 1908, at 10:30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon, and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, January 4, 1908.

HAROLD E. NAGLE,
ALBERT P. MASSEY,
WILLIAM H. F. WOOD,
Commissioners of Estimate.
ALBERT P. MASSEY,
Commissioner of Assessment.
JOHN P. DUNN,
Clerk.
j7.18

FIRST JUDICIAL DEPARTMENT.

In the matter of the application of The City of New York, acting by and through the Commissioner of Docks, relative to acquiring right and title to and possession of certain uplands and lands, wharf property, wharfage rights, terms, easements, emoluments and privileges necessary to be taken for the improvement of the water front of The City of New York, on the NORTH RIVER, BETWEEN WEST FIFTEENTH AND WEST EIGHTEENTH STREETS, and the easterly side of the marginal street, wharf or place adopted by the Board of Docks and approved by the Commissioners of the Sinking Fund, and the North river, pursuant to the plan heretofore adopted by the Board of Docks and approved by the Commissioners of the Sinking Fund.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 18th day of December, 1907, and filed and entered in the office of the Clerk of the County of New York on the 19th day of December, 1907, Messrs. Charles N. Morgan, Adam Wiener and James Shelton Meng were appointed Commissioners of Estimate and Assessment in the above-entitled proceeding.

Notice is further given, pursuant to the statutes in such case made and provided, that the said Charles N. Morgan, Adam Wiener and James Shelton Meng will attend at a Special Term, Part II., of the Supreme Court, to be held at the County Court House in the Borough of Manhattan, in The City of New York, on the 15th day of January, 1908, at 11 o'clock in the forenoon of that day, for the purpose of being examined under oath by the Corporation Counsel of The City of New York, or by any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate and Assessment in said proceeding.

Dated New York, December 31, 1907.

FRANCIS K. PENDLETON,
Corporation Counsel.
Hall of Records, Borough of Manhattan, City of New York.
j2.13

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose, in fee, to an easement in the lands, tenements and hereditaments required for the opening and extending of ROSEDALE AVENUE, between Westchester avenue and West Farms road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York; COMMONWEALTH AVENUE, between Westchester avenue and West Farms road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York; ST. LAWRENCE AVENUE, between Westchester avenue and West Farms road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York; TAYLOR AVENUE (formerly Harrison avenue), between Westchester avenue and West Farms road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York; LELAND AVENUE (formerly Saxe avenue), between Westchester avenue and West Farms road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York; BEACH AVENUE (formerly One Hundred and Seventy-third street), between Gleason avenue and West Farms road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York; THERIOT AVENUE (formerly One Hundred and Seventy-fifth street), between Gleason avenue and West Farms road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 27th day of October, 1907, and entered in the office of the Clerk of the County of New York on the 16th day of December, 1907, Edward H. Nicoll, Edwin C. Hoyt and John W. Stocker were ap-

pointed Commissioners of Estimate in the above-entitled proceeding.

Notice is further given, pursuant to the statute in such case made and provided, that the said Edward H. Nicoll, Edwin C. Hoyt and John W. Stocker will attend at the Special Term of the said Court, to be held at Part II. thereof, in the County Court House in the Borough of Manhattan, City of New York, on the 15th day of January, 1908, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel, or any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate in this proceeding.

Dated New York, December 31, 1907.

FRANCIS K. PENDLETON,
Corporation Counsel.
Hall of Records, Borough of Manhattan, City of New York.
d31.j15

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose, in fee, to an easement in the lands, tenements and hereditaments required for the opening and extending of GLEBE AVENUE, from Westchester avenue to Overing avenue; LYON AVENUE, from Zerega avenue to Castle Hill avenue; FRISBY AVENUE, from Zerega avenue to West Farms road; TAUTMAN AVENUE, from Zerega avenue to Benson avenue, all of which are in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 29th day of October, 1907, and entered in the office of the Clerk of the County of New York on the 16th day of December, 1907, Robert H. Bergman, Henry J. Breene and George Burchell were appointed Commissioners of Estimate in the above-entitled proceeding.

Notice is further given, pursuant to the statute in such case made and provided, that the said Robert H. Bergman, Henry J. Breene and George Burchell will attend at the Special Term of the said Court, to be held at Part II. thereof, in the County Court House in the Borough of Manhattan, City of New York, on the 15th day of January, 1908, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel, or any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate in this proceeding.

Dated New York, December 31, 1907.

FRANCIS K. PENDLETON,
Corporation Counsel.
Hall of Records, Borough of Manhattan, City of New York.
d31.j15

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose, in fee, to an easement in the lands, tenements and hereditaments required for the opening and extending of LYVERE STREET, between Zerega avenue and West Farms road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York; FULLER STREET, between Zerega avenue and Seddon street, in the Twenty-fourth Ward, Borough of The Bronx, City of New York; BUCK STREET, between Zerega avenue and Seventh street, in the Twenty-fourth Ward, Borough of The Bronx, City of New York; MACLAY AVENUE, between Parker street and West Farms road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York; STERN STREET, between Glover street and Parker street, in the Twenty-fourth Ward, Borough of The Bronx, City of New York; DORSEY STREET (Carroll lane or place), between Zerega avenue and Seventh street, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 29th day of October, 1907, and entered in the office of the Clerk of the County of New York on the 16th day of December, 1907, William G. Draddy, Andrew J. Carson and Robert C. Wood were appointed Commissioners of Estimate in the above-entitled proceeding.

Notice is further given, pursuant to the statute in such case made and provided, that the said William G. Draddy, Andrew J. Carson and Robert C. Wood will attend at the Special Term of the said Court, to be held at Part II. thereof, in the County Court House in the Borough of Manhattan, City of New York, on the 15th day of January, 1908, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel, or any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate in this proceeding.

Dated New York, December 31, 1907.

FRANCIS K. PENDLETON,
Corporation Counsel.
Hall of Records, Borough of Manhattan, City of New York.
d31.j15

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose, in fee, to an easement in the lands, tenements and hereditaments required for the opening and extending of TRAFALGAR PLACE, from East One Hundred and Seventy-fifth street to East One Hundred and Seventy-sixth street, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 29th day of October, 1907, and entered in the office of the Clerk of the County of New York on the 16th day of December, 1907, Wallace S. Frazer, Andrew J. Timoney and W. Garrow Fisher were appointed Commissioners of Estimate in the above-entitled proceeding.

Notice is further given, pursuant to the statute in such case made and provided, that the said Wallace S. Frazer, Andrew J. Timoney and W. Garrow Fisher will attend at the Special Term of the said Court, to be held in Part II. thereof, in the County Court House, in the Borough of Manhattan, City of New York, on the 15th day of January, 1908, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel, or any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate in this proceeding.

Notice is further given, pursuant to the statute in such case made and provided, that the said Wallace S. Frazer, Andrew J. Timoney and W. Garrow Fisher will attend at the Special Term of the said Court, to be held in Part II. thereof, in the County Court House, in the Borough of Manhattan, City of New York, on the 15th day of January, 1908, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel, or any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate in this proceeding.

Dated New York, December 31, 1907.

FRANCIS K. PENDLETON,
Corporation Counsel.
Hall of Records, Borough of Manhattan, City of New York.
d31.j15

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose, in fee, to an easement in the lands, tenements and hereditaments required for the opening and extending of PAULDING AVENUE, from East Two Hundred and Thirty-third street to East Two Hundred and Thirty-third street, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 29th day of November, 1907, and entered in the office of the Clerk of the County of New York on the 16th day of December, 1907, John J. Mackin, James F. O'Brien and Edwin C. Hoyt were appointed Commissioners of Estimate in the above-entitled proceeding.

Notice is further given, pursuant to the statute in such case made and provided, that the said John J. Mackin, James F. O'Brien and Edwin C. Hoyt will attend at the Special Term of the said Court, to be held at Part II. thereof, in the County Court House in the Borough of Manhattan, City of New York, on the 16th day of January, 1908, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel, or any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate in this proceeding.

Dated New York, December 31, 1907.

FRANCIS K. PENDLETON,
Corporation Counsel.
Hall of Records, Borough of Manhattan, City of New York.
d31.j15

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose, in fee, to an easement in the lands, tenements and hereditaments required for the opening and extending of LUDLOW AVENUE, from Tremont avenue, near Avenue A, to Whitlock avenue; WHITLOCK AVENUE, as widened from Ludlow avenue to Hunt's Point road, and the PUBLIC PLACE, at the intersection of Whitlock avenue, Hunt's Point road and the Southern Boulevard, opposite Dongan street, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 29th day of November, 1907, and entered in the office of the Clerk of the County of New York on the 16th day of December, 1907, John J. Mackin, James Crawford and Francis V. S. Oliver were appointed Commissioners of Estimate in the above-entitled proceeding.

Notice is further given, pursuant to the statute in such case made and provided, that the said John J. Mackin, James Crawford and Francis V. S. Oliver will attend at the Special Term of the said Court, to be held at Part II. thereof, in the County Court House in the Borough of Manhattan, City of New York, on the 16th day of January, 1908, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel, or any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate in this proceeding.

Dated New York, December 31, 1907.

FRANCIS K. PENDLETON,
Corporation Counsel.
Hall of Records, Borough of Manhattan, City of New York.
d31.j15

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose, in fee, to an easement in the lands, tenements and hereditaments required for the widening of RIVERSIDE DRIVE, between West One Hundred and Thirty-ninth street and West One Hundred and Forty-second street, in the Twelfth Ward, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 29th day of October, 1907, and entered in the office of the Clerk of the County of New York on the 16th day of December, 1907, Donald McLean, Ewen Justice and Joseph P. Morrissey were appointed Commissioners of Estimate in the above-entitled proceeding.

Notice is further given, pursuant to the statute in such case made and provided, that the said Donald McLean, Ewen Justice and Joseph P. Morrissey will attend at the Special Term of the said Court, to be held at Part II. thereof, in the County Court House in the Borough of Manhattan, City of New York, on the 16th day of January, 1908, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel, or any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate in this proceeding.

Dated New York, December 31, 1907.

FRANCIS K. PENDLETON,
Corporation Counsel.
Hall of Records, Borough of Manhattan, City of New York.
d31.j15

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose, in fee, to an easement in the lands, tenements and hereditaments required for the opening and extending of ASTOR AVENUE, from Olivine avenue to White Plains road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT BY an order of the Supreme Court of the State of New York, bearing date the 29th day of October, 1907, and entered in the office of the Clerk of the County of New York on the 16th day of December, 1907, William E. Morris, Julius Martin and Frank H. Becker were appointed Commissioners of Estimate in the above-entitled proceeding.

Notice is further given, pursuant to the statute in such case made and provided, that the said William E. Morris, Julius Martin and Frank H. Becker will attend at the Special Term of the said Court, to be held at Part II. thereof, in the County Court House, in the Borough of

Manhattan, City of New York, on the 16th day of January, 1908, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel, or any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate in this proceeding.

Dated New York, December 31, 1907.

FRANCIS K. PENDLETON,
Corporation Counsel.

Hall of Records, Borough of Manhattan, City of New York.

d31,j15

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose, in fee, to an easement in to the lands, tenements and hereditaments required for the opening and extending of WEST STREET, from Honeywell street to Crotona parkway, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT, BY an order of the Supreme Court of the State of New York, bearing date the 7th day of November, 1907, and entered in the office of the Clerk of the County of New York on the 16th day of December, 1907, Maurice S. Cohen, Otto Lachman, and James H. Goggin were appointed Commissioners of Estimate in the above-entitled proceeding.

Notice is further given, pursuant to the statute in such case made and provided, that the said Maurice S. Cohen, Otto Lachman and James H. Goggin will attend at the Special Term of the said Court, to be held at Part II. thereof in the County Court House, in the Borough of Manhattan, City of New York, on the 16th day of January, 1908, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel or any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate in this proceeding.

Dated New York, December 31, 1907.

FRANCIS K. PENDLETON,
Corporation Counsel.

Hall of Records, Borough of Manhattan, City of New York.

d31,j15

FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose, in fee, to an easement in to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND SIXTY-THIRD STREET, between Amsterdam avenue and St. Nicholas avenue, in the Twelfth Ward, Borough of Manhattan, City of New York.

NOTICE IS HEREBY GIVEN THAT, BY an order of the Supreme Court of the State of New York, bearing date the 29th day of November, 1907, and entered in the office of the Clerk of the County of New York on the 16th day of December, 1907, John C. Fitzgerald, Philip F. Donohue and Eugene Fay were appointed Commissioners of Estimate in the above-entitled proceeding.

Notice is further given, pursuant to the statute in such case made and provided, that the said John C. Fitzgerald, Philip F. Donohue and Eugene Fay will attend at the Special Term of the said Court, to be held at Part II. thereof in the County Court House, in the Borough of Manhattan, City of New York, on the 16th day of January, 1908, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel or any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate in this proceeding.

Dated New York, December 31, 1907.

FRANCIS K. PENDLETON,
Corporation Counsel.

Hall of Records, Borough of Manhattan, City of New York.

d31,j15

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose, in fee, to an easement in to the lands, tenements and hereditaments required for the opening and extending of EAST TWO HUNDRED AND FOURTEENTH STREET, or Avenue A, from White Plains road to Fourth avenue (now Barnes avenue), in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT, BY an order of the Supreme Court of the State of New York, bearing date the 29th day of November, 1907, and entered in the office of the Clerk of the County of New York on the 16th day of December, 1907, William A. Gramer, Joseph Jacobs and Frank L. Tierney were appointed Commissioners of Estimate in the above-entitled proceeding.

Notice is further given, pursuant to the statute in such case made and provided, that the said William A. Gramer, Joseph Jacobs and Frank L. Tierney will attend at the Special Term of the said Court, to be held at Part II. thereof, in the County Court House in the Borough of Manhattan, City of New York, on the 16th day of January, 1908, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel, or any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate in this proceeding.

Dated New York, December 31, 1907.

FRANCIS K. PENDLETON,
Corporation Counsel.

Hall of Records, Borough of Manhattan, City of New York.

d31,j15

FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose, in fee, to an easement in to the lands, tenements and hereditaments required for the opening and extending of PLEASANT AVENUE (now Olin avenue), from Gun Hill road to East Two Hundred and Nineteenth street, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT, BY an order of the Supreme Court of the State of New York, bearing date the 29th day of November, 1907, and entered in the office of the Clerk of the County of New York on the 16th day of December, 1907, John P. Cohalan,

William Sexton and William F. Burrough were appointed Commissioners of Estimate in the above-entitled proceeding.

Notice is further given, pursuant to the statute in such case made and provided, that the said John P. Cohalan, William Sexton and William F. Burrough will attend at the Special Term of the said Court, to be held at Part II. thereof, in the County Court House in the Borough of Manhattan, City of New York, on the 16th day of January, 1908, at the opening of the Court on that day, for the purpose of being examined under oath by the Corporation Counsel, or any person having an interest in said proceeding, as to their qualifications to act as such Commissioners of Estimate in this proceeding.

Dated New York, December 31, 1907.

FRANCIS K. PENDLETON,
Corporation Counsel.

Hall of Records, Borough of Manhattan, City of New York.

d31,j15

SUPREME COURT—SECOND DEPARTMENT.

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired for the same purpose, in fee, to an easement in to the lands, tenements and hereditaments required for the opening and extending of WEST NINETEEN STREET, from Sea View avenue and East New York avenue, in the Twenty-ninth and Thirty-second wards, Borough of Brooklyn, City of New York.

d31,j15

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, at a Special Term thereof to be held for the hearing of motions, at the Kings County Court House, in the Borough of Brooklyn, in The City of New York, on the 30th day of January, 1908, at 10:30 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 17 of chapter 378 of the Laws of 1897, as amended by chapter 466 of the Laws of 1901.

Dated Brooklyn, New York, January 14, 1908.

FRANCIS H. KENNY,
HERSEY EGGINTON,
Commissioners.

JAMES F. QUIGLEY,
Clerk.

j14,24

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of FOR-TY-SIXTH STREET, between Twelfth avenue and Seventeenth avenue, in the Thirtieth Ward, Borough of Brooklyn, City of New York.

NOTICE IS HEREBY GIVEN THAT, BY an order of the Supreme Court of the State of New York, bearing date the 29th day of November, 1907, and entered in the office of the Clerk of the County of New York on the 16th day of December, 1907, Charles M. Russell, James Hardie, John R. Farrar, and James F. Quigley were appointed Commissioners of Estimate in the above-entitled proceeding.

Notice is further given, pursuant to the statute in such case made and provided, that the said Charles M. Russell, James Hardie, John R. Farrar, and James F. Quigley will attend at the Special Term of the said Court, to be held at Part II. thereof, in the County Court House in the Borough of Brooklyn, City of New York, on the 16th day of January, 1908, at the opening of the Court on that day.

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, No. 166 Montague street, in the Borough of Brooklyn, in The City of New York, on or before the 20th day of January, 1908, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 22d day of January, 1908, at 3 o'clock p. m.

Second—That the abstracts 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 the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, No. 166 Montague street, in the Borough of Brooklyn, in said City, there to remain until the 30th day of January, 1908.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Brooklyn, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of the northwesterly line of Seventeenth avenue and the centre line of the blocks between Forty-seventh street and Forty-sixth street and running thence northwesterly along said centre line to its intersection with the southeasterly line of Twelfth avenue, thence northeasterly along said southeasterly line of Twelfth avenue to its intersection with the centre line of the blocks between Forty-sixth street and Forty-fifth street, thence southeasterly along said last mentioned centre line to its intersection with the northwesterly line of Seventeenth avenue, thence southwesterly along said northwesterly line of Seventeenth avenue, to the point or place of beginning, as such area is shown upon our benefit map.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof for the hearing of motions, to be held in the County Court House in the Borough of Brooklyn, in The City of New York, on the 23d day of March, 1908, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts, our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record and in the corporation newspapers, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Second—That the abstracts 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 the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, No. 166 Montague street, in the Borough of Brooklyn, in The City of New York, on or before the 20th day of January, 1908, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 22d day of January, 1908, at 3 o'clock p. m.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Brooklyn, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of the northerly line of Newkirk avenue and the westerly line of Rogers avenue and running thence westerly along said northerly line of

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of REMSEN AVENUE, from Utica avenue to Canarsie Bay Park, in the Twenty-ninth and Thirty-second wards, Borough of Brooklyn, City of New York.

d31,j15

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 166 Montague street, in the Borough of Brooklyn, in The City of New York, on or before the 20th day of January, 1908, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 22d day of January, 1908, at 3 o'clock p. m.

Second—That the abstracts 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 the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, No. 166 Montague street, in the Borough of Brooklyn, in The City of New York, on or before the 20th day of January, 1908, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 22d day of January, 1908, at 3 o'clock p. m.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Brooklyn, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of the southerly line of East New York avenue and the westerly line of East Ninety-first street, running thence southeasterly along said westerly line of East Ninety-first street and its prolongation to its intersection with the southerly side of Avenue D, running thence still southeasterly and distant two hundred feet east of the easterly line of Remsen avenue to a line drawn parallel with and distant thirty-four feet southeasterly of the southeasterly side of Sea View avenue, thence southwesterly along said last mentioned parallel line and its southwesterly prolongation to its intersection with the northeasterly prolongation of the northeasterly line of East Eighty-ninth street, thence northwesterly along said prolongation and the north-easterly line of East Eighty-ninth street to its intersection with the easterly line of Utica avenue, thence northerly along the said easterly line of Utica avenue to its intersection with the southerly line of East New York avenue, thence easterly along said southerly line of East New York avenue to the point or place of beginning, as such area is shown upon our benefit map.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof for the hearing of motions, to be held in the County Court House in the Borough of Brooklyn, in The City of New York, on the 23d day of March, 1908, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts, our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record and in the corporation newspapers, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated, Borough of Brooklyn, New York, December 30, 1907.

JOHN R. FARRAR,
Chairman;
ARTHUR BECKWITH,
JOSEPH A. GUIDER,
Commissioners.

JAMES F. QUIGLEY,
Clerk.

d30,j16

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of WILLIAM STREET (although not yet named by proper authority), from Graham avenue to Thirteenth street, in the First Ward, Borough of Queens, in The City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our supplemental and amended estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 252 Jackson avenue, in the Borough of Queens, in The City of New York, on or before the 18th day of January, 1908, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 22d day of January, 1908, at 12 o'clock m.

Second—That the abstracts of our said supplemental and amended estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, No. 252 Jackson avenue, in the Borough of Queens, in said City, there to remain until the 28th day of January, 1908.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Queens, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of the southwesterly prolongation of the middle line of the blocks between the Crescent and William street with a line parallel to and 100 feet southwesterly from the southwesterly line of Thirteenth street; running thence northwesterly along said parallel line to its intersection with line parallel to and 100 feet southeasterly from the south-easterly line of Ely avenue; thence northeasterly along said last-mentioned parallel line to its intersection with the middle line of the blocks between William street and Ely avenue and continuing northeasterly along said middle line and its prolongation to its intersection with a line parallel to and 100 feet northeasterly from the south-easterly line of Graham avenue; thence southeasterly along said parallel line to its intersection with the middle line of the blocks between the Crescent and William street; thence northwesterly along said prolongation

authority), from Academy street to Van Alst avenue, in the First Ward, Borough of Queens, in The City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our supplemental and amended estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 252 Jackson avenue, in the Borough of Queens, in The City of New York, on or before the 18th day of January, 1908, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 22d day of January, 1908, at 11 o'clock a.m.

Second—That the abstracts of our said supplemental and amended estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, No. 252 Jackson avenue, in the Borough of Queens, in said City, there to remain until the 28th day of January, 1908.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Queens, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of the northwesterly line of Academy street with the middle line of the blocks between Jane street and Wilbur avenue; running thence northwesterly along said middle line of the blocks to its intersection with the southeasterly line of Van Alst avenue; thence northeasterly along the southeasterly line of Van Alst avenue to its intersection with the middle line of the blocks between Payntar avenue and Wilbur avenue; thence southeasterly along the last-mentioned middle line of the blocks to its intersection with the northwesterly line of Academy street; thence southwesterly along the northwesterly line of Academy street to the point or place of beginning; excepting from said area all streets, avenues and roads or portions thereof heretofore legally opened, as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof for the hearing of motions, to be held in the County Court House in the Borough of Brooklyn, in The City of New York, on the 9th day of April, 1908, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, and in the corporation newspapers, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, December 20, 1907.

ATHELSTON VAUGHAN,
Chairman;
JOHN PILNACEK,
FRANK DEVINE,
Commissioners.

JOHN P. DUNN,
Clerk.
d26,j14

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of LOCKWOOD STREET (although not yet named by proper authority), from Payntar avenue to Grand avenue, in the First Ward, Borough of Queens, in The City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants, of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our supplemental and amended estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 252 Jackson avenue, in the Borough of Queens, in The City of New York, on or before the 18th day of January, 1908, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 24th day of January, 1908, at 4 o'clock p.m.

Second—That the abstracts of our said supplemental and amended estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, No. 252 Jackson avenue, in the Borough of Queens, in said City, there to remain until the 28th day of January, 1908.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Queens, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of a line parallel to and 100 feet southeasterly from the southeasterly line of Blackwell street with the northeasterly line of Broadway; running thence northwesterly along said northeasterly line of Broadway to its intersection with a line parallel to and 100 feet northwesterly from the northwesterly line of Blackwell street; thence northeasterly along said parallel line to its intersection with the southwesterly line of Woolsey avenue; thence southeasterly along said southwesterly line of Woolsey avenue to its intersection with a line parallel to and 100 feet southwesterly from the southwesterly line of Blackwell street; thence southwesterly along said parallel line to the point or place of beginning, excepting from said area all streets, avenues and roads, or portions thereof, heretofore legally opened, as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof for the hearing of motions, to be held in the County Court House in the Borough of Brooklyn, in The City of New York, on the 9th day of April, 1908, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, and in the corporation newspapers, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, December 20, 1907.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof for the hearing of motions, to be held in the County Court House, in the Borough of Brooklyn, in The City of New York, on the 9th day of April, 1908, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, and in the corporation newspapers, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, December 20, 1907.

WILLIAM GIBSON, Chairman;
DAVID H. HETHERINGTON,
Commissioners.

JOHN P. DUNN,
Clerk.

d26,j14

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of BLACKWELL STREET (although not yet named by proper authority), from Broadway to Woolsey avenue, in the First Ward, Borough of Queens, in The City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our supplemental and amended estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 252 Jackson avenue, in the Borough of Queens, in The City of New York, on or before the 18th day of January, 1908, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 22d day of January, 1908, at 11 o'clock p.m.

Second—That the abstracts of our said supplemental and amended estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, No. 252 Jackson avenue, in the Borough of Queens, in said City, there to remain until the 28th day of January, 1908.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Queens, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of a line parallel to and 100 feet southeasterly from the southeasterly line of Blackwell street with the northeasterly line of Broadway; running thence northwesterly along said northeasterly line of Broadway to its intersection with a line parallel to and 100 feet northwesterly from the northwesterly line of Blackwell street; thence northeasterly along said parallel line to its intersection with the southwesterly line of Woolsey avenue; thence southeasterly along said southwesterly line of Woolsey avenue to its intersection with a line parallel to and 100 feet southwesterly from the southwesterly line of Blackwell street; thence southwesterly along said parallel line to the point or place of beginning, excepting from said area all streets, avenues and roads, or portions thereof, heretofore legally opened, as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof for the hearing of motions, to be held in the County Court House in the Borough of Brooklyn, in The City of New York, on the 9th day of April, 1908, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, and in the corporation newspapers, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, December 20, 1907.

HENRY L. BOGERT, Chairman;
JULIUS BLECKWENN,
RICHARD COOKE,
Commissioners.

JOHN P. DUNN,
Clerk.

d26,j14

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of PAYNTAR AVENUE (although not yet named by proper authority), from Jackson avenue to Van Alst avenue, in the First Ward, Borough of Queens, in The City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our supplemental and amended estimate and assessment,

and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 252 Jackson avenue, in the Borough of Queens, in The City of New York, on or before the 18th day of January, 1908, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 22d day of January, 1908, at 1 o'clock p.m.

Second—That the abstracts of our said supplemental and amended estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, No. 252 Jackson avenue, in the Borough of Queens, in said City, there to remain until the 28th day of January, 1908.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Queens, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point or intersection of the southeasterly line of Van Alst avenue with a line parallel to and 100 feet northeasterly from the northeasterly line of Payntar avenue; running thence southeasterly along said parallel line to its intersection with the northwesterly line of DeBevoise avenue; thence in a southwesterly direction along the northwesterly line of DeBevoise avenue and along the northwesterly line of Jackson avenue to its intersection with a line parallel to and 100 feet southwesterly from the southwesterly line of Payntar avenue; thence northwesterly along the last-mentioned parallel line to its intersection with the southeasterly line of Van Alst avenue; thence northeasterly along the southeasterly line of Van Alst avenue to the point or place of beginning; excepting from said area all streets, avenues and roads, or portions thereof, heretofore legally opened, as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof for the hearing of motions, to be held in the County Court House in the Borough of Brooklyn, in The City of New York, on the 9th day of April, 1908, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, and in the corporation newspapers, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, December 20, 1907.

JOSEPH FITCH, Chairman;
JOHN F. HAGGERTY,
THOMAS STUART,
Commissioners.

JOHN P. DUNN,
Clerk.

d26,j14

SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of WEBSTER AVENUE (although not yet named by proper authority), from the East river to Jackson avenue, in the First Ward, Borough of Queens, in The City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our supplemental and amended estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, No. 252 Jackson avenue, in the Borough of Queens, in The City of New York, on or before the 18th day of January, 1908, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 22d day of January, 1908, at 11 o'clock a.m.

Second—That the abstracts of our said supplemental and amended estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, No. 252 Jackson avenue, in the Borough of Queens, in said City, there to remain until the 28th day of January, 1908.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Queens, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of a line parallel to and 100 feet southeasterly from the southeasterly line of Blackwell street with the northeasterly line of Broadway; running thence northwesterly along said northeasterly line of Broadway to its intersection with a line parallel to and 100 feet northwesterly from the northwesterly line of Blackwell street; thence northeasterly along said parallel line to its intersection with the southwesterly line of Woolsey avenue; thence southeasterly along said southwesterly line of Woolsey avenue to its intersection with a line parallel to and 100 feet southwesterly from the southwesterly line of Blackwell street; thence southwesterly along said parallel line to the point or place of beginning, excepting from said area all streets, avenues and roads, or portions thereof, heretofore legally opened, as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof for the hearing of motions, to be held in the County Court House in the Borough of Brooklyn, in The City of New York, on the 9th day of April, 1908, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the City Record, and in the corporation newspapers, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, December 20, 1907.

JOSEPH FITCH, Chairman;

JOHN F. HAGGERTY,
THOMAS STUART,
Commissioners.

JOHN P. DUNN,
Clerk.

d26,j14

SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of PAYNTAR AVENUE (although not yet named by proper authority), from Jackson avenue to Van Alst avenue, in the First Ward, Borough of Queens, in The City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our supplemental and amended estimate and assessment,