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## MUNICIPAL ASSEMBLY OF THE CITY OF NEW YORK.

### THE COUNCIL.

#### STATED MEETING.

TUESDAY, May 21, 1901, }  
2 o'clock P. M. }

The Council met in Room 16, City Hall.  
In the absence of the President the Vice-Chairman took the chair.

#### PRESENT:

##### COUNCILMEN

John T. Oakley,  
Vice-Chairman,  
Thomas F. Foley,  
Frank J. Goodwin,  
George H. Mundorf,  
Patrick J. Ryder,  
Harry C. Hart,  
John J. Murphy,  
Eugene A. Wise.

James Owens,  
William J. Hyland,  
Adolph C. Hottenroth,  
Charles H. Francisco,  
Francis P. Williams,  
Conrad H. Hester,  
Adam H. Leich,  
Henry French,

Charles H. Ebbets,  
John J. McGarry,  
William A. Doyle,  
Martin P. Conly,  
David L. Van Nostrand,  
Joseph Cassidy,  
Joseph F. O'Grady,  
Benjamin J. Bodine.

The minutes of the last meeting were read, and, on motion of Councilman Wise, were approved as read.

#### COMMUNICATIONS.

The Vice-Chairman laid before the Council the following communication from the Clerk of the Board of Aldermen:

CITY OF NEW YORK—BOARD OF ALDERMEN,  
MICHAEL F. BLAKE, CLERK,  
CITY HALL, May 16, 1901.

Hon. P. J. SCULLY, City Clerk:

Sir—I transmit herewith the documents relative to matters adopted by the Board of Aldermen at the stated meeting held Tuesday, May 14, 1901, as scheduled below:

Int. Nos. 2413, 2843.

Respectfully,

MICHAEL F. BLAKE, Clerk of the Board of Aldermen.

Which was ordered on file.

The communications were as follows:

No. 824.

The Committee on Streets and Highways, to whom was referred the annexed ordinance in favor of amending the ordinance relative to peddlers and hawkers in The City of New York, respectfully

#### REPORT:

That, having examined the subject, they therefore recommend that the said ordinance be adopted.

AN ORDINANCE to amend the ordinance relative to peddlers and hawkers in The City of New York.

Be it Enacted by the Municipal Assembly of The City of New York, as follows:

Section 1. Section 530 of the Revised Ordinances of 1897 is hereby amended by adding at the end thereof the following words: "Sixth avenue, from Fourteenth to Twenty-third street; Sixth avenue, from Thirty-second to Thirty-sixth street; Broadway, from Thirty-second to Thirty-sixth street; Herald square and Thirty-fourth street, from Lexington to Seventh avenues, in the Borough of Manhattan."

Sec. 2. All ordinances or parts of ordinances inconsistent or conflicting with the provisions of this ordinance are hereby repealed.

Sec. 3. This ordinance shall take effect immediately.

JAMES J. BRIDGES, MOSES J. WAFER, THOMAS F. MCCAUL, JEREMIAH CRONIN, JOSEPH E. WELLING, Committee on Streets and Highways.  
Which was referred to the Committee on Law Department.

No. 825.

Resolved, That permission be and the same is hereby given to the following-named persons, whose applications for stands have been indorsed by the Aldermen of the districts in which they are to be located, to erect, keep and maintain stands for the sale of newspapers, periodicals, fruit and soda water and for bootblacking purposes, within the stoop-lines, at the locations set respectively opposite their names, and in compliance with the provisions of the ordinance in such case made and provided:

By the Vice-President—

Newspaper Stand—Julius Sarchy, No. 1453 Third avenue, Manhattan.  
Fruit Stands—Pietro Gentile, No. 1579 Second avenue, Manhattan; H. Kodenburg, No. 1537 Second avenue, Manhattan; Jacob Kallman, No. 1484 Third avenue, Manhattan; Luigi Gagliano, No. 1509 Avenue A, Manhattan; Francesco Aiello, northeast corner of Eightieth street and Second avenue, Manhattan.

By Alderman Alt—

Soda-water Stands—Alexander Finkelstein, No. 376 Sutter avenue, Brooklyn; Joseph Di Fazio, No. 2346 Pacific street, Brooklyn; Jacob Falles, No. 470 Stone avenue, Brooklyn; Peretz Haczowitch, No. 246 Osborn street, Brooklyn; Max Engel, No. 116 Osborn street, Brooklyn; Regina Oppenheim, No. 205 Osborn street, Brooklyn.

By Alderman Bridges—

Bootblack Stands—Gaetano Dono, Nos. 357 and 359 Adams street, Brooklyn; Vincenzo Dono, No. 7 Willoughby street, Brooklyn.  
Fruit Stand—Lorenz Ciambrelli, No. 42½ Sands street, Brooklyn.

By Alderman Burrell—

Bootblack Stand—Antonio Ricigliano, No. 1568 Third avenue, Manhattan.  
Newspaper Stand—Harris Blumenthal, No. 1505 Third avenue, Manhattan.  
Fruit Stands—Antonio Salvatore, No. 1638 Second avenue, Manhattan; Henry Wiegert, No. 1631 Avenue A, Manhattan.

By Alderman Cardani—

Bootblack Stand—Gerardo Troiano, No. 1141 Madison avenue, Manhattan.  
Fruit Stand—Joseph Malino, No. 797 Seventh avenue, Manhattan.

By Alderman Cronin—

Soda-water Stands—Jacob Sanders, No. 61 Bayard street, Manhattan; Simon Sacks, No. 81 Bayard street, Manhattan.

By Alderman Diemes—

Newspaper Stand—John J. McCarthy, No. 1033 DeKalb avenue, Brooklyn.  
Soda-water Stand—Henry Spiegel, No. 4 Tompkins avenue, Brooklyn.

By Alderman Downing—

Bootblack Stand—John H. Eilers, No. 290 Atlantic avenue, Brooklyn.

By Alderman Flinn—

Fruit Stands—Thomas Reid, No. 69 East Twelfth street, Manhattan; Nicolo Giamelli, No. 84 Third avenue, Manhattan.

Newspaper Stands—Morris Eisenberg, No. 97 West Third street, Manhattan; Clinton J. Crolius, No. 518 Hudson street, Manhattan.

By Alderman Geiger—

Bootblack Stands—Charles Lindner, No. 889 East One Hundred and Sixty-ninth street, Bronx; Joe Christiano, Kingsbridge road and Webster avenue, Bronx.

By Alderman Gass—

Fruit Stand—Jacob Cohen, west side of Bronx Park avenue, thirty feet north of West Farms road, Bronx.

By Alderman Gledhill—

Fruit Stand—Anthony Fusco, No. 470 Ninth avenue, Manhattan.

By Alderman Goodman—

Fruit Stands—Louis Lasser, northwest corner Park avenue and One Hundred and Nineteenth street, Manhattan; Isaac Stern, No. 1706 Madison avenue, Manhattan.

By Alderman Holler—

Soda-water Stand—Benjamin Lichtblau, Nos. 123 and 125 Gerry street, Brooklyn.

By Alderman Keegan—

Bootblack Stand—Guiseppa Gorgano, southeast corner Bath avenue and Bay Nineteenth street, Brooklyn.

Fruit Stand—Archie Montesanto, coal office, Bay Nineteenth street, Brooklyn.

By Alderman Keely—

Fruit Stand—John Laurio, Nos. 173 and 175 Grand street, Brooklyn.

By Alderman Kennedy—

Soda-water Stand—Julius Braunstein, No. 331 Church street, Manhattan.

Fruit Stand—Patrick Monahan, No. 58 Cortlandt street, Manhattan.

Bootblack Stands—Guiseppa Tedolino, No. 170 Church street, Manhattan; Patrick Minahan, No. 58 Cortlandt street, Manhattan.

By Alderman Ledwith—

Fruit Stand—Onofrio Dorra, No. 824 Second avenue, Manhattan.

By Alderman Marks—

Soda-water Stands—Jake Miller, No. 108 Monroe street, Manhattan; Shulem Imerman, No. 96 Henry street, Manhattan; Charles Green, No. 284 Madison street, Manhattan; Joseph Bimbaum, No. 259 Division street, Manhattan.

Bootblack Stand—Bernard Wolff, No. 124 Monroe street, Manhattan.

By Alderman Mathews—

Fruit Stands—Salvatore Buoncorno, No. 933 Amsterdam avenue, Manhattan; Salvatore Buoncorno, No. 2118 Eighth avenue, Manhattan; D. Heitschusen, No. 2222 Eighth avenue, Manhattan; D. & J. Osmer, No. 940 Amsterdam avenue, Manhattan; Edward Tronco, No. 2178 Eighth avenue, Manhattan; Forberg & Winckelman, No. 2210 Eighth avenue, Manhattan.

By Alderman McCaul—

Bootblack Stand—John Morra, No. 1967 Third avenue, Manhattan.

By Alderman McEneaney—

Bootblack Stand—F. J. McCooley, No. 1439 Second avenue, Manhattan.

Soda-water Stand—Abigail Wallach, No. 1340 First avenue, Manhattan.

Fruit Stand—F. J. McCooley, No. 1439 Second avenue, Manhattan.

By Alderman McGrath—

Bootblack Stands—Charles Nienaber, No. 174 St. Ann's avenue, Bronx; Peter Keyson, northwest corner of St. Ann's avenue and Southern Boulevard, Bronx.

Fruit Stand—Mrs. R. Pennotti, No. 233 Willis avenue, Bronx.

By Alderman Muh—

Bootblack Stand—James DeMotte, No. 594 Tenth avenue, Manhattan.

By Alderman Murphy—

Bootblack Stands—Joseph Marino, No. 725 Grand street, Brooklyn; Andrew Blumette, No. 694 Manhattan avenue, Brooklyn.

\*By Alderman Neufeld—

Soda-water Stands—Josef Josephson, No. 18 Avenue B, Manhattan; Hyman Chermey, No. 72 Clinton street, Manhattan.

By Alderman Oatman—

Bootblack Stands—William Ward, No. 800 Seventh avenue, Manhattan; Angelo Florio, No. 888 Eighth avenue, Manhattan.

By Alderman Parsons—

Fruit Stand—Christos Costos, No. 464 Sixth avenue, Manhattan.

\*By Alderman Porges—

Fruit Stand—Sampson Klapper, No. 173 Orchard street, Manhattan.

Soda-water Stands—Meyer Solomon, No. 17½ Allen street, Manhattan; Clara Roman, No. 172 Allen street, Manhattan; Samuel Feldman, No. 7 Ludlow street, Manhattan; Leon Kellner, No. 314 Church street, Manhattan; Max Diek, No. 71 Rivington street, Manhattan; Jonas Gartenlaub, No. 38 Allen street, Manhattan; Harris Kaplan, No. 160 Ludlow street, Manhattan; Morris Satin, No. 39 Canal street, Manhattan; Julius Weissman, No. 130 Allen street, Manhattan.

By Alderman Rottmann—

Fruit Stands—Maces Stein, No. 2521 Amsterdam avenue, Manhattan.

By Alderman Schneider—

Bootblack Stands—Tony Acovico, No. 1964 Third avenue, Manhattan; Louis Franker, No. 1938 Third avenue, Manhattan.

Fruit Stands—Luciano Maddi, No. 1831 Second avenue, Manhattan; Salvatore Rizzotto, northwest corner Ninety-seventh street and Third avenue, Manhattan.

Soda-water Stands—Harry Isaacson, No. 300 East One Hundred and Fourth street, Manhattan.

By Alderman Smith—

Fruit Stands—Guiseppa Sammelli, No. 45 Sheriff street, Manhattan; Moritz Markowitz, No. 80 Attorney street, Manhattan; Guiseppa Ciardielli, No. 522 Grand street, Manhattan; John Antonopulo, No. 96 Park row, Manhattan; Pasquale Sarlo, No. 195 Broome street, Manhattan; Adam Kornblum, No. 147 Delancey street, Manhattan.

Soda-water Stands—Jacob Messite, No. 218 Division street, Manhattan; Pincus Silberstein, No. 83 Suffolk street, Manhattan; Sam Phirsishbaum, No. 217 Rivington street, Manhattan; Louis Rosenzweig, No. 313 Stanton street, Manhattan; Joseph Wolf, No. 18 Pitt street, Manhattan; Simon Sines, No. 95 Lewis street, Manhattan; Wolf Bialik, No. 74 Willett street, Manhattan; Barnett Beristien, No. 90 Suffolk street, Manhattan; M. Flapinger, No. 157 Broome street, Manhattan; Elfrain Corotis, No. 194 Broome street, Manhattan; Louis Kirsch, No. 48 Willett street, Manhattan; Ike Dornstein, No. 72 Ridge street, Manhattan.

Bootblack Stand—Joseph Cohen, No. 147 Delancey street, Manhattan.

By Alderman Twomey—

Bootblack Stand—Joseph Yorio, No. 2 Columbus avenue, Manhattan.

By Alderman Velten—

Soda-water Stands—C. Clyde, No. 625 Broadway, Brooklyn; S. Adelman, No. 28 Moore street, Brooklyn; Ike Licht, No. 30 Seigel street, Brooklyn; Tese Natanson, No. 151 Seigel street, Brooklyn; J. Kesselman, southeast corner Humboldt and Boerum streets, Brooklyn.

Fruit Stands—Frank Christodoro, No. 49 Morrell street, Brooklyn; Ignazio Azzoro, No. 331 Broadway, Brooklyn.

By Alderman Wolf—

Fruit Stands—Acresti Pasquale, No. 56 Avenue A, Manhattan; Nicholas DeMeco, No. 550 East Fifth street, Manhattan.

Soda-water Stands—Samuel Schnitzer, No. 178 Ludlow street, Manhattan; Harry Silberg, No. 129 Rivington street, Manhattan.

Bootblack Stands—Michale Matto, No. 115 Delancey street, Manhattan; Charles Fuher, No. 225 East Houston street, Manhattan.



By Alderman Welling—  
Fruit Stands—Frank Solo, No. 190 Prince street, Manhattan; Carmelo Vaciarino, No. 387 Hudson street, Manhattan.  
Which was adopted.

\* Referred to Committee on Markets.

No. 826.

The Committee on Streets and Highways, to whom was referred the annexed resolution in favor of permitting R. H. Macy & Co. to construct a tunnel under and across Thirty-fifth street, Manhattan, respectfully

REPORT:

That, having examined the subject, they recommend that the annexed substitute resolution be adopted.

Resolved, That permission be and the same hereby is given to R. H. Macy & Company to construct and maintain a tunnel under and across Thirty-fifth street, in the Borough of Manhattan, between Broadway and Seventh avenue, to connect the property controlled by the said R. H. Macy & Company, the most westerly point of which, on the south side of Thirty-fifth street, is two hundred and seventy feet west of Broadway, and the most easterly point of which, on the north side of Thirty-fifth street, is two hundred and eighty-two feet west of Broadway, provided the said R. H. Macy & Company shall pay to The City of New York, as compensation for the privilege, such amount as may be determined as an equivalent therefor by the Commissioners of the Sinking Fund; and provided further that the said R. H. Macy & Company shall stipulate with the Commissioner of Highways to save the City harmless from any loss or damage that may be occasioned during the progress or subsequent to the completion of the work of constructing said tunnel, the work to be done and materials to be supplied at the expense of the said company, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

(Substituted Resolution.)

Resolved, That permission be and the same hereby is given to R. H. Macy & Company to construct and maintain a tunnel, as shown upon the accompanying diagram, under and across Thirty-fifth street, in the Borough of Manhattan, between Broadway and Seventh avenue, to connect the property controlled by the said R. H. Macy & Company, the most westerly point of which, on the south side of Thirty-fifth street, is two hundred and seventy feet west of Broadway, and the most easterly point of which, on the north side of Thirty-fifth street, is two hundred and eighty-two feet west of Broadway, provided the said R. H. Macy & Company shall pay to The City of New York, as compensation for the privilege, such amount as may be determined as an equivalent therefor by the Commissioners of the Sinking Fund; and provided further that the said R. H. Macy & Company shall stipulate with the Commissioner of Highways to save the City harmless from any loss or damage that may be occasioned during the progress or subsequent to the completion of the work of constructing said tunnel, the work to be done and materials to be supplied at the expense of the said company, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

JAMES I. BRIDGES, MOSES J. WAFER, LOUIS F. CARDANI, JEREMIAH CRONIN, JOSEPH E. WELLING, THOMAS F. MCCAUL, Committee on Streets and Highways.

Councilman Goodwin moved that this resolution receive immediate consideration.

Councilman Murphy moved as an amendment that the matter be referred to the Committee on Streets and Highways.

The Vice-Chairman put the question whether the Council would agree to adopt said amendment.

Which was decided in the affirmative by the following vote:

Affirmative—Councilmen Cassidy, Conly, Fraussen, French, Hyland, Murphy, O'Grady, Owens, and Wise—9.

Negative—The Vice-Chairman, Councilmen Bodine, Doyle, Goodwin, Hart, and Hester—6.

#### MOTIONS AND RESOLUTIONS.

No. 827.

By Councilman Bodine—

Resolved, That his Honor the Mayor be and he is hereby respectfully requested to return to the Council for further consideration resolution now in his hands, Ordinance No. 614, adopted in Council on April 30, 1901, relative to regrading wing spaces of the Southfield Boulevard, Borough of Richmond.

Which was adopted.

Councilman Bodine moved that the vote by which Ordinance No. 614 was adopted be reconsidered.

Which was adopted.

Councilman Bodine then moved that this matter be made a special order for 3 o'clock P. M. Which was adopted.

Subsequently Councilman Bodine called up Ordinance No. 614.

The Committee on Streets and Highways, to whom was referred on May 7, 1901 (Minutes, page 1), the annexed report of the Council and ordinance in favor of authorizing a contract for regrading wing spaces of the Southfield Boulevard, Richmond, respectfully

REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said report and ordinance be concurred in.

JAMES I. BRIDGES, MOSES J. WAFER, JEREMIAH CRONIN, JOSEPH E. WELLING, Committee on Streets and Highways.

(Papers referred to in preceding Report.)

The Committee on Streets and Highways, to whom was referred the annexed ordinance in favor of authorizing contract for regrading wing spaces of the Southfield Boulevard, Borough of Richmond (page 248, Minutes, April 23, 1901), respectfully

REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said ordinance be adopted.

AN ORDINANCE to authorize contract for regrading wing spaces of the Southfield Boulevard, Borough of Richmond.

Be it Ordained by the Municipal Assembly of The City of New York, as follows:

That, in pursuance of the provisions of the Greater New York Charter, the following resolution of the Board of Public Improvements, adopted by said Board on March 27, 1901, be and the same hereby is approved, and the public work or improvement therein provided for is hereby authorized, viz:

"Resolved, That, in pursuance of the provisions of the Greater New York Charter, authority be and is hereby given to the Commissioner of Highways to enter into a contract for regrading the wing or side spaces of the Southfield Boulevard, in the Borough of Richmond, the cost of said improvement to be paid for from the Southfield Boulevard Bond Fund."

JOHN J. MURPHY, JAMES OWENS, BERNARD C. MURRAY, DAVID L. VAN NOSTRAND, Committee on Streets and Highways.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK,  
No. 21 PARK ROW, BOROUGH OF MANHATTAN,  
NEW YORK, April 19, 1901.

To the Honorable the Municipal Assembly of The City of New York:

SIRS—I enclose herewith, for the action of your Honorable Body, a form of ordinance authorizing the Commissioner of Highways to enter into a contract for regrading the wings of the Southfield Boulevard, in the Borough of Richmond, under the provisions of chapter 686 of the Laws of 1892, in accordance with a resolution adopted by this Board on March 27.

Respectfully,

JOHN H. MOONEY, Secretary.

The Chairman pro tem. put the question whether the Council would agree to accept said report and adopt said ordinance.

Which was decided in the affirmative by the following vote:

Affirmative—The Vice-Chairman, Councilmen Bodine, Cassidy, Conly, Doyle, Ebbets, Foley, Francisco, French, Goodwin, Hart, Hottenroth, Hyland, Leich, McGarry, Mundorf, Murphy, O'Grady, Owens, Van Nostrand, Williams, and Wise—22.

No. 828.

By Councilman Hottenroth—

Resolved, That the Board of Estimate and Apportionment be and it hereby is requested to appropriate a sum not exceeding two thousand dollars (\$2,000) to provide for the expenses of a suitable celebration of the commencement of the work of construction of the proposed Rapid Transit System in the Borough of The Bronx out of such funds as might be properly applicable thereto.

Which was adopted.

#### PETITIONS.

No. 829.

No. 31 NASSAU STREET,  
NEW YORK, May 21, 1901.

To the Clerk of the Council:

DEAR SIR—We enclose herewith a memorial of the Municipal Art Society to the Municipal Assembly, which we beg you will be kind enough to lay before the Council at its next meeting.

Yours respectfully,

NELSON S. SPENCER,  
CHARLES R. LAMB,  
MILO R. MALTHIE,

Committee of the Municipal Art Society.

To the Municipal Assembly of The City of New York:

The Municipal Art Society is informed that you have under consideration a proposed ordinance for the proper designation of street names by signs upon the street corners. In that connection it respectfully asks your earnest attention to the great opportunity which exists for adding very substantially to the beauty of the streets by the character of the signs proposed, and it also respectfully offers its services to the City in the effort to procure an adequate and artistic name designation.

The necessity for such a designation is manifest. The signs will be constantly present to the eye, and they should be of such form, design and material as will contribute to the artistic value of the City's streets. It is manifest that every effort should be directed towards keeping the streets as free and open as possible. It is impracticable to keep them wholly so. Lamp-posts or electric lighting poles, fire-alarm boxes and hydrants are a necessity, and in connection with some one of these should be considered a device for indicating the street names. It is practicable, however, to minimize the number of objects. We think that the City should seize the opportunity to inaugurate a system which will combine all these things in one construction. Such a construction would not only be a relief to the streets, but, if artistically done, would add appreciably to their beauty. It may not be possible for various reasons to put such a scheme into complete operation at once. But it is quite possible to begin it in the more congested portions of the City, and extend it as occasion demands.

But, irrespective of any general treatment of the streets, the City manifestly owes to itself a proper system of street marking, useful to all classes of citizens or strangers, by day and night. It is to be borne in mind that the street names are to be indicated for two different classes of persons; one, the person ignorant of the locality, usually a pedestrian, and often a stranger, and the other the traveler in the street cars who knows the avenue he is on, but who wishes to know the street which he is approaching or passing. For the pedestrian the signs must be placed parallel with the street designated, otherwise confusion is inevitable. For the street car traveler the name of the cross street should be at an angle of forty-five degrees to the avenue; it can then be read from the approaching and passing car. We respectfully submit that all streets should be marked by signs affixed to the corner buildings, or where there is no corner buildings, by a temporary sign-post erected on the corner lot. The letters should be so large as to be read by night as well as by day. On avenues or streets which are largely used for transportation (which will be in the Borough of Manhattan substantially only the longitudinal avenues), there should be an additional sign showing the cross street placed at about an angle of forty-five degrees to the avenue on diagonally opposite corners affixed to the electric-light pole or other standard. It seems unnecessary for us at this time to elaborate this plan, or specify more in details our reasons for urging it.

But whatever manner of designation be adopted, it is of the highest importance that the signs should be pleasing and educating to the eye. The city streets are at present too much incumbered with disfiguring private signs. Those which the City provides should be such as to be not only beautiful, but an object lesson. We respectfully submit that the design or designs should be considered a work of art, and as such subject to the approval of the Municipal Art Commission, and we respectfully request and urge that the ordinance to be passed shall so provide.

We believe that the designs should either be uniform, or limited to one of a few designs which may be warranted by the different character of different sections of the city. A designation for streets on unimproved property in the outlying portions of the city may properly differ from that prescribed for the better business or residence portions of the city. It should, however, be equally pleasant to consult. For that reason, we respectfully suggest that the ordinance to be passed should prescribe generally the plan of designation, leaving further details to the Commissioner of Highways. If this society can be thus advised of the requirements of the city, and also of a limit of cost, it offers to prepare and submit, at its own expense, designs for adoption and use by the City. It contemplates that these designs will be the result of a competition, and it feels confident that in this or a similar way your Honorable Body may accomplish a greatly needed reform, and add materially to the beauty of the streets.

Dated New York, May 20, 1901.

THE MUNICIPAL ART SOCIETY OF NEW YORK.

By JOHN DEWITT WARNER, President.

NELSON S. SPENCER, CHARLES R. LAMB, MILO R. MALTHIE, Committee.

Which was referred to the Committee on Streets and Highways.

No. 830.

BROOKLYN COMMITTEE OF FIFTY, ORGANIZED IN THE INTEREST OF RAPID AND CONVENIENT TRANSIT AND OF CIVIC WELFARE,  
MANUFACTURER'S BUILDING, No. 198 MONTAGUE STREET,  
BROOKLYN, NEW YORK, May 14, 1901.

Hon. RANDOLPH GUGGENHEIMER, President, Municipal Council, City Hall, New York City.

DEAR SIR—Your respectful attention is called to the contents of preamble and resolutions herewith inclosed, referring to the report of the Rapid Transit Commission now before the committees of the Municipal Assembly.

Yours very truly,

JAS. T. HOILE, Secretary.

Preamble and Resolution Adopted at a Meeting of the Brooklyn Committee of Fifty, No. 198 Montague Street, Brooklyn, Monday Evening, May 13, 1901.

Whereas, The plan adopted by the Board of Rapid Transit Commissioners for the extension of the Manhattan subway into the Borough of Brooklyn was transmitted to the Municipal Assembly for its approval on February 5 of this year, and has now been before the Assembly without action by them for more than three months, although the law requires that final action shall be taken by them within four weeks; and

Whereas, The Municipal Assembly has at successive public hearings given full opportunity for an expression of opinion by the citizens in regard to said plan, and no substantial reason has appeared why said plan should not be approved, but on the contrary it appears that a majority of the citizens of the Borough of Brooklyn are earnestly in favor of said plan; and

Whereas, It is of vital importance to the Borough of Brooklyn that said extension should be completed simultaneously with the completion of the subway in the Borough of Manhattan, and to that end should be begun at once;

Resolved, That further delay on the part of the Municipal Assembly to approve the plan proposed by the Rapid Transit Commissioners will constitute a serious and culpable neglect on the part of the Assembly of the interests of this borough and city.

Resolved, That the Municipal Assembly be respectfully requested to take immediate and favorable action upon the said plan.

Resolved, That the Mayor of this city be respectfully requested to address an official message to each house of the Municipal Assembly, urging that body to take such action.

Resolved, That a copy of the foregoing resolutions be transmitted to the Mayor and to each member of the Committee of the Council and Board of Aldermen, respectively, to which said plan has been referred, and to the presiding officer of each house of the Municipal Assembly.

Attest:

JAS. T. HOILE, Secretary.

Which was referred to the Committee on Railroads.

No. 831.

HEADQUARTERS FOURTH WARD GENERAL DEMOCRATIC COMMITTEE,  
COLONIAL HALL, FULTON STREET, JAMAICA, NEW YORK,  
May 20, 1901.

To the Hon. "THE MEMBERS OF THE COUNCIL" of The City of New York:

GENTLEMEN—Whereas, The plans for what is known as the "under ground tunnel extension" to the Borough of Brooklyn with termini at Flatbush and Atlantic avenues are now in the hands of two committees of the Municipal Assembly, viz.: one in the Board of Aldermen and one in the Council; and

Whereas, The adoption of said plans by said committees, and by the whole Board, is deemed of vital importance by the members of the Fourth Ward Democratic Organization of the Borough of Queens; and now therefore unanimously

Resolved, That the said committees and Board be and they hereby are earnestly requested to take affirmative action upon said plans to the end that the work therein provided for may be duly contracted and pushed forward to completion at the earliest day; and further

Resolved, That a copy hereof be forwarded by the Secretary of this Committee to the Clerk of the Board of Aldermen and Council respectively.

HARRY SUTPHIN,

Chairman, Fourth Ward Democratic General Committee.

ALVIN B. DUNHAM, Secretary.

Which was referred to the Committee on Railroads.



No. 832.

DEPARTMENT OF HIGHWAYS—COMMISSIONER'S OFFICE,  
Nos. 13 to 21 PARK ROW, BOROUGH OF MANHATTAN,  
NEW YORK, April 2, 1900.

WILLIAM STONEBRIDGE, Esq., No. 951 East One Hundred and Eighty-fourth street:

DEAR SIR—Referring to the petition signed by you and other property-owners and residents of One Hundred and Eighty-fourth street and vicinity for the regulating and grading of said street, or at least the section from Hoffman street to Arthur avenue, I am directed by Commissioner Keating to inform you that the City has not yet acquired title to the part of Belmont place or One Hundred and Eighty-fourth street, from Hoffman street to Arthur avenue, but as that section forms an important connection between Third avenue to Southern Boulevard, arrangements have been made to improve the condition of the street as soon as practicable.

Very respectfully,

JOHN D. CRAMER, Secretary.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK,  
No. 21 PARK ROW, BOROUGH OF MANHATTAN,  
NEW YORK, October 17, 1900.

Mr. WILLIAM STONEBRIDGE, Esq., No. 951 East One Hundred and Eighty-fourth street:

DEAR SIR—Replying to your communication of the 10th inst., addressed to the President of this Board, relative to the regulating and grading of Belmont place, I beg to advise you that by resolution of this Board, adopted on July 11, 1900, the title to Belmont place, from Third avenue to Arthur avenue, was vested in the City on August 6, 1900.

The recommendation of the Local Board for the regulating, grading, etc., of Belmont place was referred to the Commissioner of Highways on December 27, 1899 (as stated in your letter), but no report as yet has been received from him.

Respectfully,

JOHN H. MOONEY, Secretary.

MAY 11, 1901.

To the Municipal Council:

GENTLEMEN—The undersigned officers and members of the Belmont Taxpayers' Association respectfully request that favorable action be taken as soon as possible regarding the matter of regulating and grading Belmont place (One Hundred and Eighty-fourth street), from Third avenue to Arthur avenue, and Crescent avenue, from Arthur avenue to One Hundred and Eighty-seventh street, for the reason that the condition of these two streets are such that something should be done without delay.

Respectfully,

James Hunter, 2301 Cambreling avenue.  
George Schank, One Hundred and Eighty-third street and Beaumont avenue.  
Paul Campbell, Prospect avenue, corner of Grete street.  
Francis Heine, 926 East One Hundred and Eighty-third street.  
William Clark, 2309 Cambreling avenue.  
Emil Ginsberger, East One Hundred and Eighty-third street and Prospect avenue.  
H. J. Tiffen, 922 East One Hundred and Eighty-third street.  
Charles Schaefer, Prospect avenue, near One Hundred and Eighty-third street.  
William Stonebridge, 951 East One Hundred and Eighty-fourth street.  
Fred. G. Anton, 957 East One Hundred and Eighty-fourth street.  
Edward Wood, Jr., Crescent avenue and One Hundred and Eighty-fourth street.  
Wolf Burland, 917 East One Hundred and Eighty-third street.

John Nagel, 2215 Belmont avenue.  
Thomas F. Breen, 785 East One Hundred and Eighty-seventh street.  
M. Stonebridge, 951 East One Hundred and Eighty-fourth street.  
John Anton, 957 East One Hundred and Eighty-fourth street.  
Amelia Crocheron, 959 East One Hundred and Eighty-fourth street.  
A. Aceda, 955 East One Hundred and Eighty-fourth street.  
A. J. McGrath, 951 East One Hundred and Eighty-fourth street.  
Charles Kroegel, 953 East One Hundred and Eighty-fourth street.  
Charles H. Stonebridge, 951 East One Hundred and Eighty-fourth street.  
Ralph S. Clinton, 951 East One Hundred and Eighty-fourth street.  
M. Crocheron, 959 East One Hundred and Eighty-fourth street.

Which was referred to the Committee on Streets and Highways.

No. 833.

WEST MORRISANIA PROPERTY-OWNERS' ASSOCIATION,  
FLEETWOOD HOTEL,  
FLEETWOOD AVENUE AND ONE HUNDRED AND SIXTY-SECOND STREET,  
NEW YORK, May 16, 1901.

To the President and Members of the Municipal Council:

GENTLEMEN—The members of the above association desire to call your attention to the terrible condition of Morris avenue (Bronx), from One Hundred and Fifty-sixth street running north.

Those of us who own property on this avenue cannot rent it, simply owing to the condition of the avenue. Our assessments continue, and unless we receive speedy relief the burden will become unbearable.

We understand it has been decided to asphalt Morris avenue, and we most urgently request your Honorable Body to hasten action in this matter.

We have written to Councilman Murray and he assured us that he would do all in his power to give us the relief we seek.

Trusting this request will meet with an early act of approval on your part.

We remain, respectfully yours,

WEST MORRISANIA PROPERTY-OWNERS' ASSOCIATION,  
THOS. J. WALSH, Secretary.

Which was referred to the Committee on Streets and Highways.

No. 834.

BROOKLYN, May 13, 1901.

HON. RANDOLPH GUGGENHEIMER, President of the Municipal Assembly of The City New York:  
HONORABLE SIR—I place my confidence in your Honor about presenting my offer to the Municipal Council.

I am disposed to cede the City my grand design of uniting Staten Island to Greater New York. The purpose of the design is to transform the bay into a magnificent harbor, 24,000 square miles, with avenues to all railroads of the States. The development of New York can be only accomplished by this gigantic work, its population is too numerous to be restricted within the present circuit.

I ask only from the Municipal Council a modest recompense for my work.

I earnestly beg your Honor to obtain for me from the Council that my design should be put into effect as soon as possible.

To do this money and time are required, so I humbly ask that means should be supplied to me, in order that I may pay those artistic persons that are of imperative need in the minor works along the dyke. These things demand a precise and mathematical skill.

Be so kind as to inform me about the preliminary steps I must take to dispose the Council to act upon my project.

Respectfully yours,

PHILIP LOUIS SANTI,  
No. 101 Sands street, Brooklyn.

Which was referred to the Committee on Bridges and Tunnels.

No. 835.

To the Municipal Assembly:

GENTLEMEN—In accordance with a motion passed by Confectioners and Cake Bakers' Union No. 7, at its regular meeting held on May 9, 1901, I am instructed to inform your Honorable Body that they have indorsed the following resolutions:

Whereas, It is universally conceded that the improvements and economies which have been made in recent years in transportation have made possible the reduction of the present standard rate of fare without injustice to the investors in railways, and

Whereas, We believe that the public should derive a fair benefit from advances made in inventions which in non-competitive enterprises such as a railroad can only come through legislative enactment, and

Whereas, We believe a low rate of fare would do much toward breaking up the obnoxious tenement house system, by making it possible for people of small means to live at a distance from the places where they work, and

Whereas, The saving of four cents or more per day for each person would be a material benefit to people struggling to live on the low wages now prevailing; therefore, be it

Resolved, That we most emphatically protest against the making of a contract, or the acceptance of a bid for the construction of any extension to existing railroads, or the granting of any new

franchise, either by the Municipal Assembly or the Rapid Transit Commission, unless it contains a provision stipulating a maximum fare of three cents per passenger.

[SEAL.]

NEW YORK, May 13, 1901.

The Coppermiths' Union of New York and Vic.  
District Assembly 220, Knights of Labor.  
The Amalgamated Painters and Decorators of New York.  
The German Engineers' Union, Local, No. 239.  
Which was referred to the Committee on Railroads.

FRED SKITZ, Secretary.

## PROPOSED ORDINANCES AND LEGISLATIVE RESOLUTIONS.

No. 836.

By the President—

Resolved, That resolution, Introductory No. 395, adopted by the Council March 26, 1901, and by the Board of Aldermen May 7, 1901, and which is now in the hands of his Honor the Mayor, be and the same is hereby recalled for further consideration.

Which was adopted.

Councilman McGarry moved that the vote by which Resolution No. 395 was adopted be reconsidered.

Which was adopted.

The following resolution by the President was then introduced:

No. 837.

By the President—

Resolved, That permission be and the same is hereby given to John Jacob Astor to place, erect and keep on the building to be erected by him on the southeast corner of Fifth avenue and Fifty-fifth street, Borough of Manhattan, an iron and glass marquee over the entrances on the Fifty-fifth street side of said building, as shown upon the diagram hereto attached, and to construct balconies at the third and fifteenth stories of the said proposed building, as shown upon the accompanying diagram, such balconies to be provided with railings and to serve as fire-escapes, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

No. 838.

By Councilman Goodwin—

Resolved, That, pursuant to the provisions of section 48 of the Greater New York Charter, the Board of Estimate and Apportionment hereby approves of the expenditure of an amount not exceeding forty-one thousand five hundred and ninety-five dollars and seventy-six cents (\$41,595.76) for improving two parks in the Borough of Richmond, namely, Washington Park in the Town of Stapleton, and the small park in Port Richmond, by the Department of Parks, and that when authority therefor shall have been obtained from the Municipal Assembly, the Comptroller is hereby authorized to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to the amount of forty-one thousand five hundred and ninety-five dollars and seventy-six cents (\$41,595.76), the proceeds whereof shall be applied to the purposes aforesaid.

A true copy of resolution adopted by the Board of Estimate and Apportionment May 17, 1901.

CHAS. V. ADEE, Clerk.

AN ORDINANCE providing for an issue of Corporate Stock in the sum of forty-one thousand five hundred and ninety-five dollars and seventy-six cents (\$41,595.76), the proceeds to be used for improving two parks in the Borough of Richmond, namely: Washington Park, in the Town of Stapleton, and the small park in Port Richmond.

Be it Ordained by the Municipal Assembly of The City of New York, as follows:

Section 1. The Municipal Assembly hereby approves of and concurs in the following resolution adopted by the Board of Estimate and Apportionment May 17, 1901, and hereby authorizes the Comptroller to issue Corporate Stock of The City of New York to the amount and for the purposes therein specified.

Resolved, That, pursuant to the provisions of section 48 of the Greater New York Charter, the Board of Estimate and Apportionment hereby approves of the expenditure of an amount not exceeding forty-one thousand five hundred and ninety-five dollars and seventy-six cents (\$41,595.76), for improving two parks in the Borough of Richmond, namely: Washington Park, in the Town of Stapleton, and the small park in Port Richmond, by the Department of Parks; and that when authority therefor shall have been obtained from the Municipal Assembly, the Comptroller is hereby authorized to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to the amount of forty-one thousand five hundred and ninety-five dollars and seventy-six cents (\$41,595.76), the proceeds whereof shall be applied to the purposes aforesaid.

Which was referred to the Committee on Affairs of Boroughs.

No. 839.

By the same—

Resolved, That, pursuant to the provisions of chapter 320 of the Laws of 1887, and section 170 of the Greater New York Charter, the Comptroller be authorized, subject to concurrence herewith by the Municipal Assembly, to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to the amount of six thousand two hundred and twenty dollars and ninety cents (\$6,220.90), the proceeds whereof shall be applied to the payment of the bill of costs taxed before Honorable George B. Andrews, a Justice of the Supreme Court, First Judicial District, on May 1, 1901, in the proceeding to acquire title to certain lands required for a public park in the Twenty-second Ward of The City of New York (Borough of Manhattan), bounded by Eleventh and Twelfth avenues, West Fifty-second, Fifty-third and Fifty-fourth streets.

A true copy of resolution adopted by the Board of Estimate and Apportionment May 17, 1901.

CHAS. V. ADEE, Clerk.

Whereas, The Board of Estimate and Apportionment on May 17, 1901, adopted the following resolution:

Resolved, That, pursuant to the provisions of chapter 320 of the Laws of 1887, and section 170 of the Greater New York Charter, the Comptroller be authorized, subject to concurrence herewith by the Municipal Assembly, to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to the amount of six thousand two hundred and twenty dollars and ninety cents (\$6,220.90), the proceeds whereof shall be applied to the payment of the bill of costs taxed before Honorable George B. Andrews, a Justice of the Supreme Court, First Judicial District, on May 1, 1901, in the proceeding to acquire title to certain lands required for a public park in the Twenty-second Ward of The City of New York (Borough of Manhattan), bounded by Eleventh and Twelfth avenues, West Fifty-second, Fifty-third and Fifty-fourth streets.

Resolved, That the Municipal Assembly hereby concurs in said resolution and that the Comptroller be and hereby is authorized to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to the amount of six thousand two hundred and twenty dollars and ninety cents (\$6,220.90), for the purpose of providing means for the payment of the expenses therein mentioned and authorized.

Which was referred to the Committee on Affairs of Boroughs.

No. 840.

By the same—

Resolved, That, pursuant to the provisions of section 2 of title 15 of chapter 583 of the Laws of 1888 and section 170 of the Greater New York Charter, the Comptroller be authorized, subject to concurrence herewith by the Municipal Assembly, to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to the amount of three hundred and twenty thousand dollars (\$320,000), the proceeds whereof shall be applied to the following purposes:

For lands in Thirty-second Ward, Borough of Brooklyn.....	\$200,000 00
For wells, buildings, pumping stations, pumps, boilers, etc.....	120,000 00

A true copy of resolution adopted by the Board of Estimate and Apportionment May 17, 1901.

CHAS. V. ADEE, Clerk.

Whereas, The Board of Estimate and Apportionment on May 17, 1901, adopted the following resolution:

Resolved, That, pursuant to the provisions of section 2 of title XV. of chapter 583 of the Laws of 1888 and section 170 of the Greater New York Charter, the Comptroller be authorized, subject to concurrence herewith by the Municipal Assembly, to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to the amount of three hundred and twenty thousand dollars (\$320,000), the proceeds whereof shall be applied to the following purposes:

For lands in Thirty-second Ward, Borough of Brooklyn.....	\$200,000 00
For wells, buildings, pumping stations, pumps, boilers, etc.....	120,000 00

Resolved, That the Municipal Assembly hereby concurs in said resolution, and that the Comptroller be and hereby is authorized to issue Corporate Stock of The City of New York, in



the manner provided by section 169 of the Greater New York Charter, to the amount of three hundred and twenty thousand dollars (\$320,000), for the purpose of providing means for the payment of the expenses therein mentioned and authorized.

Which was referred to the Committee on Water Supply.  
No. 841.

By Councilman Cassidy—

Resolved, That permission be and the same is hereby given to Michael White to erect, keep and maintain a boot-black stand, within the stoop-line, in front of the premises No. 93 Borden avenue, Long Island City, Borough of Queens, subject to the conditions of the ordinance in such case made and provided, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

No. 842.

By Councilman Van Nostrand—

Resolved, That the room on the west side of the ground floor of the former Village Hall, in Richmond Hill, formerly occupied by the Village Clerk of said village, and now vacant, be and the same is hereby set aside to be used by the Morris Park Hook and Ladder Company No. 1, of the Richmond Hill Fire Department.

Which was adopted.

At this point the Vice-Chairman called Councilman Goodwin to the chair.

#### REPORTS OF STANDING COMMITTEES.

Report of the Committee on Railroads—

No. 87.

The Committee on Railroads of the Council, to whom was referred the annexed report and resolutions of the Board of Aldermen in favor of authorizing amendments to routes and general plan of the Rapid Transit System (page 264, Minutes, January 22, 1901), respectfully

#### REPORT:

That, having examined the subject, they recommend that the said resolutions be concurred in.

JOHN T. OAKLEY, CHARLES H. FRANCISCO, JOSEPH CASSIDY, CONRAD H. HESTER, HARRY C. HART, MARTIN F. CONLY, WILLIAM J. HYLAND, Committee on Railroads.

Alderman Rottmann, to whom was referred on December 18, 1900 (Minutes, page 962), the annexed resolutions and report in favor of authorizing amendments to routes and general plan of the Rapid Transit system, respectfully

#### REPORTS:

That, having examined the subject, he concurs in the report of the Committee on Streets and Highways, and therefore recommends that the said resolutions be adopted.

HENRY J. ROTTMANN, Alderman, Twenty-third District, Manhattan.

(Papers referred to in preceding Reports.)

The Committee on Streets and Highways, to whom was referred the annexed communication of the Board of Rapid Transit Railroad Commissioners of The City of New York, with accompanying resolutions proposing amendments to the routes and general plan, respectfully

#### REPORT:

That, having examined the subject, they find that by the adoption of the proposed plan there will be a saving to the City of from \$50,000 to \$75,000, and that the proposed change will not only straighten the line, doing away with a bad curve, but will shorten the distance about a quarter of a mile, and thus facilitate transit. The reason given by the Rapid Transit Commissioners for this route not being chosen in the first place is that at the time of the approval of the original plans, i. e., namely, in 1897, there was no street laid out where the proposed change is contemplated, and as this part of the road is to be elevated, it was essential that it follow the line of some thoroughfare; consequently the curve in the original plan was adopted. The proposed change is to be along the line of streets since laid out. There is absolutely no objection to this modification of plan by the property-holders in the neighborhood.

Your Committee therefore recommend that the resolutions be adopted.

#### RAPID TRANSIT FORT GEORGE MODIFICATION.

Resolution for Each House of the Municipal Assembly.

No. 1.

Resolved, That the agreement of 21st June, 1900, made between The City of New York, acting by its Board of Rapid Transit Railroad Commissioners, and John B. McDonald, and the modification of the route and general plan of the Rapid Transit Railroad as therein set forth, this day submitted, be considered at a meeting to be held on the 27th day of November, 1900, at 1 o'clock P. M., such date being not less than one week nor more than ten days after the receipt of said agreement of 21st June, 1900, and the modification of the route and general plan of the Rapid Transit Railroad as therein set forth.

#### RAPID TRANSIT FORT GEORGE MODIFICATION.

Resolution for Each House of the Municipal Assembly.

No. 2.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York, did on the 21st day of February, 1900, enter into a contract with John B. McDonald for the construction and operation of a Rapid Transit Railroad in The City of New York, the routes and general plan of which were adopted by the said Board of Rapid Transit Railroad Commissioners by its resolutions adopted on the 14th day of January and the 4th day of February, 1897, and later approved by the Municipal authorities of The City of New York, and by the Appellate Division of the Supreme Court for the First Judicial Department; and

Whereas, The said Board of Rapid Transit Railroad Commissioners has for The City of New York entered into a further contract with the said John B. McDonald, the said contract bearing date the 21st day of June, 1900, and has thereupon transmitted to each house of the Municipal Assembly of the said city a copy of said agreement of 21st June, 1900, and the modification of the route and general plan of the Rapid Transit Railroad, as therein set forth, which agreement of June 21, 1900, and the modification of the route and general plan of the Rapid Transit Railroad as therein set forth were received by this Board on the 20th day of November, 1900; and this Board having by resolution duly adopted fixed a day not less than one week nor more than ten days after the receipt of such plans and conclusions for the consideration thereof, and having duly considered the same;

Resolved, That the Municipal Assembly of The City of New York and The City of New York do hereby consent to and approve the said agreement of 21st June, 1900, and the modification of the route and general plan of the Rapid Transit Railroad as therein set forth, which said agreement of 21st June, 1900, is as follows:

To the Honorable the Municipal Assembly of The City of New York:

Communication of the Board of Rapid Transit Railroad Commissioners of The City of New York, transmitting resolutions proposing amendments to the routes and general plan, November, 1900.

OFFICE OF THE BOARD OF RAPID TRANSIT RAILROAD  
COMMISSIONERS FOR THE CITY OF NEW YORK,  
No. 320 BROADWAY, NEW YORK CITY.

To the Honorable the Municipal Assembly of The City of New York:

The Board of Rapid Transit Railroad Commissioners of The City of New York heretofore and on or about the 4th day of February, 1897, submitted to the Common Council of the City of New York, as then constituted, a report with respect to the proposed Rapid Transit Railroad in the said city. A copy of the said report is hereto appended.

Since the said report was made the Routes and General Plan for a Rapid Transit Railroad therein mentioned have been duly approved by the Municipal authorities of The City of New York and by the Appellate Division of the Supreme Court for the First Judicial Department, and on the 23d day of February, 1900, a contract for the construction and operation of said Rapid Transit Railroad was duly made with John B. McDonald, contractor, by The City of New York, acting by the said Board. The said contractor is now engaged in the construction of the said railroad, pursuant to the terms of said contract.

The said contractor desires, and the said Board approves, a modification of the Routes and General Plan for the said railroad as heretofore adopted, and for that purpose has duly entered into an agreement with the said contractor, the same bearing date the 21st day of June, 1900. The said agreement is as follows:

Agreement made this 21st day of June, in the year nineteen hundred, between The City of New York (hereinafter called the City), acting by the Board of Rapid Transit Railroad Commissioners for The City of New York (hereinafter called the Board), party of the first part, and John B. McDonald, of The City of New York (hereinafter called the Contractor) party of the second part:

Whereas, Heretofore, and on or about the 21st day of February, 1900, the City, acting by the Board, entered into a contract with the Contractor for the construction and operation of a Rapid Transit Railroad in The City of New York and otherwise as therein mentioned, the said contract being hereinafter styled the Contract for Construction and Operation; and

Whereas, On or about the 21st day of February, 1900, and immediately after the execution of the contract for construction and operation, the City, acting by the Board, entered into a contract with the Contractor, modifying the said contract for construction and operation, the said modifying contract being hereinafter styled the Agreement for Modification of Contract; and

Whereas, The Contractor has deposited with the Comptroller of the City certain security for the performance of the said contract for construction and operation on his part, and has given

certain bonds as further security for such performance, and upon such bonds there are sureties as follows: Rapid Transit Subway Construction Company; The United States Fidelity and Guaranty Company; The City Trust, Safe Deposit and Surety Company of Philadelphia; American Surety Company of New York; National Surety Company, and Perry Belmont; and

Whereas, The Contractor desires, and the Board approves, a modification of the routes and general plan for the Rapid Transit Railroad referred to in the said contract for the construction and operation, as set forth in certain resolutions adopted by the Board on 21st June, 1900, a copy of which is hereto annexed;

Now, therefore, in consideration of the premises and subject to the consents hereinafter provided,

It is agreed that the said contract for construction and operation, and the routes and general plan therein mentioned, be and the same hereby are modified as follows:

By striking from the said routes the portion thereof beginning at a point under Eleventh avenue on the centre line thereof produced and eleven hundred and five feet north of the centre line of One Hundred and Ninetieth street, and running thence under or over (as may be most convenient) private property to a point at the southeast end of Ellwood street, near Hillside street, and thence over Ellwood street to Kingsbridge avenue or Broadway; thence over Kingsbridge avenue or Broadway as now proposed to a point at or near its intersection with Amsterdam avenue and south of Riverdale avenue; and by inserting in the said routes instead of the portion thereof thus struck out the following, to wit:

Beginning at the point under Eleventh avenue on the centre line thereof produced above named, namely eleven hundred and five feet north of the centre line of One Hundred and Ninetieth street, and running thence under and over Eleventh avenue and private property to Naugle avenue; thence along and over Naugle avenue to Amsterdam avenue; thence along and over Amsterdam avenue to the said point at or near its intersection with Kingsbridge avenue or Broadway, and south of Riverdale avenue as aforesaid.

The general plan of construction of the portion of the route hereby substituted shall be as follows:

The tracks shall be placed in tunnel from the south end of said portion to a point on private property between Eleventh and Naugle avenues, within 200 feet from the westerly side of Eleventh avenue, and northerly over the rest of the portion of the route hereby substituted, shall be carried upon a viaduct. There shall be at least two parallel tracks, with the right at any time to add a third track in the discretion of the Board of Rapid Transit Railroad Commissioners.

And it is further agreed that in all other respects the provisions of the general plan of construction set forth in the said contract for construction and operation shall be applicable to the portion of the route hereby substituted.

And it is further agreed that the contractor shall become entitled to additional payment for such additional work and materials as shall be made necessary by the changes hereby provided, and the City shall become entitled to abatement from the contract price by reason of the diminution in work and materials by reason of such changes, the amounts of such additional payments and such diminution to be determined as provided in Chapter II. of the said contract for construction and operation.

Provided, however, and it is expressly agreed that this agreement shall take effect when and only when the following consents hereto and approvals hereof shall be duly had, to wit:

1. The consents, as subjoined, of Rapid Transit Subway Construction Company, The United States Fidelity and Guaranty Company, The City Trust, Safe Deposit and Surety Company of Philadelphia, The American Surety Company of New York, National Surety Company, and Perry Belmont.

2. The consent of the Municipal Assembly of The City of New York.

3. The consent of the Mayor of The City of New York.

4. The consent of the owners of a majority in value of the property along streets or such portions of streets as are included in the portion of routes by this agreement proposed to be substituted as aforesaid; or if such consent cannot be obtained, then in lieu thereof the determination of three Commissioners, to be appointed by the Appellate Division of the Supreme Court, duly confirmed by the said Appellate Division.

The plan hereto annexed is intended to show the modification of the routes as hereby proposed.

In Witness Whereof, this contract has been executed for The City of New York, by its Board of Rapid Transit Railroad Commissioners, under and by a resolution duly adopted by said Board, concurred in by more than six of its members, and the seal of the said Board has been hereto affixed and these presents signed by the President and Secretary of the said Board, and the contractor has hereto set his hand and seal the day and year first above written.

JOHN B. McDONALD,  
BOARD OF RAPID TRANSIT COMMISSION,

[SEAL]

By A. E. ORR,  
President.

Attest:

BINN L. BURROWS, Secretary.  
State of New York, County of New York, ss.:

On this 28th day of September, 1900, at The City of New York, in said County, before me personally appeared Bin L. Burrows, to me known and known to me to be the Secretary of the Board of Rapid Transit Railroad Commissioners of The City of New York; and the said Bin L. Burrows being by me duly sworn did depose and say, that he resided in the Borough of Brooklyn, in the said City, that he was the Secretary of the said Board and that he subscribed his name to the foregoing contract by virtue of the authority thereof, and that he knew the seal of the said Board and that the same was affixed to the foregoing instrument by the authority of the said Board and of a resolution duly adopted by the same.

[NOTARIAL SEAL.]

WM. H. HARKNESS,  
Notary Public, Kings Co.

Certificate filed in New York County.

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

On this 3d day of August, 1900, before me personally appeared John B. McDonald, to me known and known to me to be the person and contractor named in and who executed the foregoing contract, and acknowledged to me that he executed the same.

FREDERICK EVANS,  
Notary Public (No. 58),  
New York County, N. Y.

The undersigned, being the sureties of John B. McDonald, the contractor above mentioned upon the continuing bond in the penalty of one million dollars (\$1,000,000) and the bond for construction and equipment in the penalty of five million dollars (\$5,000,000), hereby consent to the making of the foregoing instrument.

Dated New York, June 21, 1900.

RAPID TRANSIT SUBWAY CONSTRUCTION COMPANY,  
By AUGUST BELMONT, President.

[SEAL]

THE UNITED STATES FIDELITY AND GUARANTY COMPANY,  
By JOHN H. BRAND,  
President.

[SEAL]

Attest:  
WYLLIS BENEDICT,  
Attorney in Fact.

[SEAL]

NATIONAL SURETY COMPANY,  
By CHAS. A. DRAN,  
President.

Attest:

HENRY M. CHILDS,  
Secretary.  
THE CITY TRUST, SAFE DEPOSIT AND SURETY COMPANY  
OF PHILADELPHIA, No. 160 BROADWAY, N. Y.,  
By JNO. A. SULLIVAN,  
Vice-President.

[SEAL]

F. H. MOONEY,  
Assistant Secretary.  
AMERICAN SURETY COMPANY OF NEW YORK,  
By H. D. LYMAN,  
President.

[SEAL]

Attest:  
G. M. SWENEY,  
Secretary.

[SEAL]

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

On the 18th day of September, 1900, before me personally appeared Perry Belmont, to me known and known to me to be the individual described in and who executed the foregoing consent, and he acknowledged to me that he executed the same.

[NOTARIAL SEAL.]

HARRY M. AUSTIN,  
Notary Public, Queens Co.

Certificate filed in New York County.



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

On this 4th day of August, 1900, before me personally appeared John H. Brand, to me known, who, being by me first duly sworn, did depose and say that he was the President of United States Fidelity and Guarantee Company of Maryland, the corporation described in and which executed the foregoing consent; that he knew the corporate seal of said company; that the seal affixed to said consent was such corporate seal; that it was affixed thereto by order of the Board of Directors of such company, and that he signed his name thereto by like authority. And also, on 5th day of August, 1900, before me personally appeared John A. Sullivan, to me known, who, being by me first duly sworn, did depose and say that he was the Vice-President of the City Trust, Safe Deposit and Surety Company of Philadelphia, the corporation described in and which executed the foregoing consent; that he knew the corporate seal of said company; that the seal affixed to said consent was such corporate seal; that it was affixed thereto by order of the Board of Directors of such company, and that he signed his name thereto by like authority. And also, on the 6th day of August, 1900, before me personally appeared Henry D. Lyman, to me known, who, being by me first duly sworn, did depose and say that he was the President of American Surety Company of New York, the corporation described in and which executed the foregoing consent; that he knew the corporate seal of said company; that the seal affixed to said consent was such corporate seal; that it was affixed thereto by order of the Board of Directors of such company, and that he signed his name thereto by like authority. And also, on the 3d day of August, 1900, before me personally appeared August Belmont, to me known, who, being by me first duly sworn, did depose and say that he was the President of Rapid Transit Subway Construction Company, the corporation described in and which executed the foregoing consent; that he knew the corporate seal of said company; that the seal affixed to said consent was such corporate seal; that it was affixed thereto by order of the Board of Directors of such company, and that he signed his name thereto by like authority.

[NOTARIAL SEAL.]

A. W. ANDREWS,  
Notary Public (34), N. Y. Co.

#### RESOLUTIONS ADOPTED BY THE RAPID TRANSIT BOARD ON 21ST JUNE, 1900.

Whereas, This Board did on the 14th day of January, 1897, and 4th day of February, 1897, adopt certain Routes and General Plan for a Rapid Transit Railroad in The City of New York, a copy of which is hereto annexed, entitled "Copy Routes and General Plan"; and

Whereas, The said Routes and General Plan were afterward duly approved by the municipal authorities of The City of New York and were duly consented to by Commissioners appointed by the Appellate Division of the Supreme Court, which consent was duly confirmed by the said Appellate Division, in lieu of the consent of the owners of a majority in value of the property along the said routes; and

Whereas, Thereafter, and on or about the 1st day of February, 1900, The City of New York did, by this Board, enter into a certain contract with John B. McDonald for the construction and operation of the said Rapid Transit Railroad; and

Whereas, It is the interest of The City of New York, and, in the opinion of the said John B. McDonald, it is likewise in his interest, as such contractor, and he desires that said Routes and General Plan shall be changed in the respect hereinafter mentioned, but without other change in the said routes and general plan; now therefore it is

Resolved, That, subject to the consents and approvals to be first obtained as in these resolutions hereinafter mentioned, the said Routes and General Plan heretofore adopted by this Board be and they hereby are modified as follows:

By striking from the said routes the portion thereof beginning at a point under Eleventh avenue on the centre line thereof produced, and eleven hundred and five feet north of the centre line of One Hundred and Ninetieth street and running thence under or over (as may be most convenient) private property to a point at the southeast end of Ellwood street, near Hillside street, and thence over Ellwood street to Kingsbridge avenue or Broadway; thence over Kingsbridge avenue or Broadway as now proposed to a point at or near its intersection with Amsterdam avenue and south of Riverdale avenue; and by inserting in the said routes instead of the portion thereof thus struck out the following, to wit: Beginning at the point under Eleventh avenue on the centre line thereof produced, above named, namely, eleven hundred and five feet north of the centre line of One Hundred and Ninetieth street, and running thence under and over Eleventh avenue and private property to Naegle avenue; thence along and over Naegle avenue to Amsterdam avenue; thence along and over Amsterdam avenue to the said point at or near its intersection with Kingsbridge avenue or Broadway, and south of Riverdale avenue as aforesaid.

The general plan of construction of the portion of the route hereby substituted shall be as follows:

The tracks shall be placed in tunnel from the south end of said portion to a point on private property between Eleventh and Naegle avenues, within 200 feet from the westerly side of Eleventh avenue, and northerly over the rest of the portion of the route hereby substituted shall be carried upon a viaduct. There shall be at least two parallel tracks, with the right at any time to add a third track in the discretion of the Board of Rapid Transit Railroad Commissioners. In all other respects the provisions of the said General Plan of Construction adopted on 14th January and 4th February, 1897, shall be applicable to the portion of the route hereby substituted; and it is further

Resolved, That whereas this Board has duly made the inquiries and investigation necessary or proper in the premises, and has determined that the modification aforesaid of the said Routes and General Plan are necessary for the interests of the public and of The City of New York and should be established as herein provided, this Board does hereby determine and establish the said routes and general plan as hereby modified, subject to the consents and approvals to be first obtained as hereinafter mentioned; and it is further

Resolved, That the said modification of routes and general plan shall take effect only upon and after the following consents and approvals thereto shall be duly had, to wit:

1. The consent of the said John B. McDonald, contractor, and of his sureties, as follows: Rapid Transit Subway Construction Company; The United States Fidelity and Guaranty Company; The City Trust, Safe Deposit and Surety Company of Philadelphia; American Surety Company of New York; National Surety Company, and Perry Belmont.
2. The consent of the Municipal Assembly of The City of New York.
3. The consent of the Mayor of The City of New York.
4. The consent of the owners of a majority in value of the property along streets or such portions of streets as are included in the portion of routes by these resolutions proposed to be substituted, as aforesaid; or if such consent cannot be obtained, then in lieu thereof the determination of three Commissioners to be appointed by the Appellate Division of the Supreme Court duly confirmed by the said Appellate Division.

#### COPY ROUTES AND GENERAL PLAN.

January 14, 1897.

One route as follows: Its centre line shall commence at a point at or near the intersection of Broadway with Park row; thence under Park row and Centre street to a point at or near its intersection with New Elm street, as proposed; thence under New Elm street, as proposed, to Lafayette place; thence under Lafayette place to Eighth street; thence across and under Eighth street, and thence under private property lying between Eighth and Ninth streets and east of the westerly side or line of Lafayette place, produced, to Fourth avenue; thence under Fourth avenue and Park avenue to Forty-second street; thence turning from Park avenue into Forty-second street, and taking for the purposes of the curve, if necessary or convenient, private property at the southwest corner of Park avenue and Forty-second street; thence under Forty-second street to Broadway; thence under Broadway to Fifty-ninth street; thence under the Boulevard to a point at or near One Hundred and Twenty-fourth street; thence by viaduct along and over the Boulevard to a point at or near One Hundred and Thirty-fourth street; thence under the Boulevard and Eleventh avenue to a point on Eleventh avenue, situate north of One Hundred and Ninetieth street, and distant therefrom not less than one thousand and not more than one thousand five hundred feet, and thence under or over (as may be most convenient) private property to a point at the southeast end of Ellwood street near Hillside street; and thence over Ellwood street to Kingsbridge avenue or Broadway; thence over Kingsbridge avenue or Broadway, as now proposed, to Riverdale avenue, and thence easterly over Riverdale avenue to a point within five hundred feet of the present Kingsbridge station of the New York and Putnam Railroad Company.

This route shall include a loop at the City Hall Park which shall connect with the portion of the route aforesaid along Centre street at or near the south end of that street, and thence proceed westerly and southerly under City Hall Park and Broadway, and thence easterly to again connect with the portion of the route aforesaid in Park row. All of the said loop shall lie under City Hall Park, Park row, between the south end of Centre street and Ann street, and the portion of Broadway adjoining the City Hall Park lying between Vesey and Murray streets. This route shall also include suitable tracks and connections from the City Hall loop to the Post-office, such tracks and connections being under the City Hall Park and under the portion of Park row between the south end of Centre street and Ann street. This route shall also include suitable tracks and connections from the portion of the route near the corner of Park avenue and Forty-second street to the yard and tracks of the Grand Central Station. All of the tracks and connections last mentioned shall be under Park avenue and Forty-second street and private property to be acquired. By private property in this description is meant property not forming part of the streets of The City of New York and not belonging to The City of New York.

Also a route as follows: Its centre line shall diverge from the route aforesaid on the Boulevard, between a line parallel to and one hundred feet north of One Hundred and Third street and a line parallel to and one hundred feet south of One Hundred and Third street; thence under private property to a point in One Hundred and Fourth street; thence under One Hundred and Fourth street to and across Central Park, West; thence under Central Park to the intersection of Lenox avenue and One Hundred and Tenth street; thence under Lenox avenue to a point near One Hundred and Forty-second street; thence curving to the east and passing under private property, One Hundred and Forty-third and One Hundred and Forty-fourth streets, to the Harlem river at or near the foot of One Hundred and Forty-fifth street; thence under the Harlem river and private property to East One Hundred and Forty-ninth street at or near its intersection with River avenue; thence under East One Hundred and Forty-ninth street to a point near its intersection with Third avenue; thence with a curve to the left and under Third avenue to a point near its intersection with Westchester avenue; thence with a curve to the right to and under Westchester avenue, and thence by viaduct over and along Westchester avenue to the Southern Boulevard; thence over and along the Southern Boulevard to the Boston road, and thence over and along the Boston road to Bronx Park.

The said General Plan of Construction hereby adopted is as follows:

For the route under Park row and the said loop at City Hall Park, two parallel tracks; for the route from the point of connection of the City Hall loop with the route aforesaid, at the southerly end of Centre street, to the junction at or near One Hundred and Third street and the Boulevard, four parallel tracks; for the route from the junction at or near One Hundred and Third street and the Boulevard to the New York and Putnam Railroad Company's station at Kingsbridge, two parallel tracks; for the route from the junction at or near One Hundred and Third street and the Boulevard to Bronx Park, two parallel tracks.

All of the above-mentioned tracks shall be placed on the same level, except that wherever required by special necessities of surface or sub-surface structures or other special or local necessities and for the purpose of avoiding grade crossings at the southerly end of Centre street and the One Hundred and Third street junction, any one or more of the tracks may be depressed below the level of the other tracks to a depth of not more than twenty feet.

The tracks shall be of standard gauge, that is to say, of a width of four feet and eight and a half inches between the rails. There shall be twelve and a half feet width in the tunnels and on the viaducts for each track, except that at stations, switches, turn-outs, curves and cross-overs the width may be increased to the extent permitted by the width of the tunnel. The tracks wherever passing over or under the streets shall be placed over or under the central part of the street, except that no tunnel or viaduct or any wall or part thereof under or along a street, shall, except at the stations, station approaches, curves and at places of access to sub-surface structures, as hereinafter provided, be within a distance of five feet of the exterior line or side of the street. The tracks shall in all cases be placed in tunnels, except only that on the west side route on the Boulevard at or near One Hundred and Twenty-fourth street the tracks shall emerge from the tunnel and be carried upon a viaduct along the Boulevard to a point at or near One Hundred and Thirty-fourth street and there be taken again into tunnel, and except also that on the west side route at a point at or near One Hundred and Ninetieth street the tracks shall again emerge from the tunnel and be carried upon a viaduct over private property and the above-mentioned streets to the Kingsbridge station, and except also that on the east side from a point on Westchester avenue, at or near Bergen avenue the tracks shall emerge from the tunnel and be carried upon a viaduct over and along Westchester avenue and the other streets above mentioned to Bronx Park.

Wherever the tracks change from tunnel to viaduct, or from viaduct to tunnel, the change shall be so made as to occupy or obstruct the use of the surface of the street to the least possible extent consistent with the proper gradient for the tracks.

The roof of the tunnel shall be as near the surface of the street as street conditions and grades will permit. The tunnel shall not be less than thirteen feet in height in the clear. The maximum width of the tunnel in the clear shall be as follows:

For the route under Park Row and the City Hall Park loop, thirty-eight feet; for the route from, at, or near the south end of Centre street, and to the commencement of New Elm street, fifty feet; for the route from, at, or near the commencement of New Elm street to Lafayette place, sixty-eight feet; for the route from, at, or near the commencement of Lafayette place to the junction at or near One Hundred and Third street, fifty feet; for the west side route from the junction at or near One Hundred and Third street to Kingsbridge station, twenty-five feet; and for the east side route from, at, or near the junction at One Hundred and Third street to Bronx Park, twenty-five feet; except that wherever the nature of the streets necessitates a curve that an additional width of tunnel may be added not exceeding three feet for each track, and except that on Fourth avenue, from Thirty-second street to Forty-third street, the permissible width shall be sixty-five feet; and for the tunnel beneath the Harlem river and its approaches the permissible width shall be thirty-five feet. At each cross street where accommodations for pipes, wires, sewers and other sub-surface structures have been provided within the tunnel, the tunnel may, in order to provide convenient access to such pipes, wires, sewers and other sub-surface structures, have, within the limit of the sides or exterior lines of such cross street or such lines produced, an additional width on each side of the route, not to exceed fifteen feet, and the area of additional width on either side not to approach nearer than twelve feet to either side or exterior line of such cross streets. Footways between the tracks shall be provided the whole length of the line and accommodations arranged for the convenience and protection of employees.

Whenever necessary for the proper support of the street surface, the roof of the tunnel shall be of iron or steel girders with brick or concrete arches supported by iron or steel columns and masonry walls, or the roof shall be a masonry arch. Viaducts shall be built with a width of twelve and one-half feet for each track and with an additional width of three feet on each side for outside footways. Viaducts may be built of metal or masonry, or of both.

Adjacent tracks shall be connected by necessary and suitable switches and connections, and an additional track for siding accommodation may be constructed, not to exceed in length one-quarter of a mile for each mile of roadway, but provided always that the side of the tunnel shall not, by the enlargement of the tunnel for that purpose, be brought within five feet of the exterior line or side of the street.

Along Elm street, wherever the tunnel shall be in the clear not less than sixty-eight feet wide, the pipes, wires, sewers and other sub-surface structures shall be placed in suitable galleries in the tunnel at the outside of the exterior tracks. But any such pipes, wires, sewers and other sub-surface structures may be placed in suitable galleries beneath the tracks, or such pipes, wires, sewers and other sub-surface structures may be placed in the ground above or at the sides of the tunnel, or at the outside of the exterior tracks, and whenever so placed beneath the tracks, or in the ground above or at the sides of the tunnel, the width of the tunnel on New Elm street shall not be more than fifty feet. Pipes, wires, sewers and other sub-surface structures shall, at any part of the said routes, be removed or disturbed only when necessary for the construction and operation of the railway, and, if removed or disturbed, shall be placed under the streets in such manner and in such location that the use and service thereof shall not be impaired. Such pipes, wires, sewers and other sub-surface structures shall be left or shall be so arranged as to give free access for their repair or alteration, or for the placing with them of new pipes, wires, sewers and other like structures, and for making connections between the same and buildings at any time.

Stations and station approaches shall, in general, be at the intersections of streets and shall be built under, or, if the position of the tracks so require, over, the streets and immediately adjoining private abutting property, or through private property to be acquired for the purpose, or both under or over streets and through private property as aforesaid, except that on the Boulevard stations and station approaches may be in the centre of the street. The streets under or over which stations or station approaches shall be built may include cross streets, but no part of any cross street shall be used for a station or station approach at a distance greater than seventy-five feet from the exterior line or side of the street of the route. The word "street," wherever used herein, shall include an avenue or public place.

Along the Boulevard there may be openings in the surface of the street from the tunnel for the purpose of ventilation and light; such openings shall be guarded by convenient and ornamental inclosures. The openings shall not exceed twenty feet in width and fifty feet in length. No two openings shall be within fifty feet of each other. No opening or part thereof shall be within the limits of, or opposite to, any street intersecting the Boulevard; and within the distance of any one block on the Boulevard between any two adjacent crossing streets there shall not be more than two such openings.

The general mode of operation shall be by electricity or some other power not requiring combustion within the tunnels or on the viaducts, and the motor shall be capable of moving trains at a speed of not less than forty miles per hour for long distances, exclusive of stops.

The manner of construction shall be by tunneling or open excavation; it is further Resolved, That plans be prepared to show the route and general plan, in so far as they are hereby adopted, which said plans, when formally adopted, shall be deemed to be incorporated herein and to form a part hereof.

February 4, 1897.

Resolved, That this Board of Rapid Transit Railroad Commissioners for The City of New York hereby adopts the drawings now produced, and numbered from 1 to 60, both inclusive, as showing the route and general plan adopted by resolution of this Board on January 14, 1897, and that, as provided in the said resolution, the said drawings be deemed incorporated in and to form part of the said resolution; and it is further

Resolved, That the said route and general plan, with the said drawings and the said resolution of January 14, 1897, be and they hereby are adopted by this Board.

The foregoing contract is hereby approved as to form.

THEODORE CONNOLLY,

Acting Corporation Counsel of The City of New York.

Dated NEW YORK, June 21, 1900.



The said agreement of 21st June, 1900, and the modification of the routes and general plan therein mentioned are now submitted to your Honorable Body for its approval if it shall see fit to approve the same.

The change in the routes is approved by this Board because the construction would be more economical, because the location of the road as proposed would meet the convenience of a larger number of citizens than the location as now determined, because the streets along the amended line as now proposed have been opened, regulated and graded since the said routes and general plan were adopted as aforesaid, and because the change would make the road shorter and transit over it quicker.

In Witness Whereof, this Board has caused its seal to be hereto affixed and these presents to be witnessed by its President and Secretary this first day of November, one thousand nine hundred.

A. E. ORR, President.

[SEAL.]

BION L. BURROWS, Secretary.

JAMES J. BRIDGES, MOSES J. WAFER, JEREMIAH CRONIN, THOMAS F. McCAUL, Committee on Streets and Highways.

The Chairman pro tem. put the question whether the Council would agree to accept said report and adopt said resolutions.

Which was decided in the affirmative by the following vote:

Affirmative—The Vice-Chairman, Councilmen Bodine, Cassidy, Conly, Doyle, Ebbets, Foley, Francisco, French, Goodwin, Hart, Hester, Holtenroth, Hyland, Leich, McGarry, Mundorf, Murphy, O'Grady, Owens, Ryder, Van Nostrand, Williams, and Wise—24.

Report of Committee on Railroads—

No. 160.

Whereas, The Board of Rapid Transit Railroad Commissioners for the City of New York, constituted pursuant to the provisions of chapter 4 of the Laws of 1891, and the acts amendatory thereof, has duly determined that a Rapid Transit Railway, in addition to those already existing, is necessary for the interests of the public and of The City of New York, and has determined and established the routes and general plan of construction of a Rapid Transit Railway for the conveyance and transportation of persons and property to be established in said city, in addition to the Rapid Transit Railways already existing therein, and thereafter did transmit to the Council of The City of New York a copy of such plans and conclusions as adopted, including the said routes and the general plan of construction, which plans and conclusions thus adopted were received by said Council on the 5th day of February, 1901, at 2 o'clock P. M., at a meeting of the said Council duly convened on such date at such hour; and

Whereas, The said Council did, by resolution duly adopted at said meeting, appoint a day not less than one week, nor more than ten days, after the receipt of such plans and conclusions, for the consideration thereof, namely the 13th day of February, 1901, at 2 o'clock P. M.; and

Whereas, The Council, on the said 13th day of February, proceeded with the consideration of such plans and conclusions by suspending its rules temporarily and giving a public hearing, before the entire Council, to the Board of Rapid Transit Commissioners, their Counsel, Chief Engineer and such other persons as desired to be heard, after which the communication from the Rapid Transit Commissioners, hereto attached, containing said proposed plans and conclusions was referred to the Committee on Railroads for consideration and report. The plans and conclusions referred to are as follows:

#### ROUTE.

The centre line of the route shall commence at a point in the Borough of Manhattan at or near the intersection of Broadway with Park row, being the point of commencement of the rapid transit railroad now under construction upon the routes adopted by the Board of Rapid Transit Railroad Commissioners of The City of New York, by resolutions of the 14th day of January and 4th day of February, 1897; and such centre line shall run thence under Broadway and Bowling Green to State street; thence under State street and Battery Park to Whitehall street, and thence under and across Whitehall street and South street to the East river; thence under the East river to the Borough of Brooklyn at a point in Joralemon street, between the East river and Furman street; thence under Joralemon street to Fulton street; thence under Fulton street to Flatbush avenue; thence under Flatbush avenue to a point at or near its intersection with Atlantic avenue. The route shall also include a branch or loop, the centre line of which shall begin at the point which shall be most convenient in Broadway, between Bowling Green and Exchange place, and shall run thence under Broadway to Bowling Green and thence under Bowling Green to State street; thence under and across the line of State street to Battery Park; thence under Battery Park to Whitehall street; thence returning under Whitehall street, Battery Park, and State street to Broadway.

The route shall also include suitable tracks and connections in the nature of loops under the City Hall Park and around the City Hall in the Borough of Brooklyn. Wherever the route passes from one street to another, or from the street to the river, or from the river to a street, the route may pass under private property so far as may be convenient for the purposes of a curve or grade of the railway.

The said general plan of construction hereby adopted is as follows:

For the whole of the route above described, including each of the branches and loops aforesaid, two parallel tracks placed on the same level except that, wherever required by special necessities of surface or subsurface structures, or other special or local necessities, or for the purpose of avoiding grade crossings, either track may be depressed below the other track to a depth of not more than fifty feet; but the limitation as to level of the two tracks shall not apply to the portion of the route under the East river. The tracks shall be standard gauge, that is to say, of a width of four feet eight and one-half inches between the rails.

The tracks may at any point of the route (or of the branches or loops therein included) be placed in the same tunnel, or there may be a separate tunnel for each track, as shall be most convenient; and there shall be a width in the tunnels for each track not exceeding fifteen feet, except that at stations, switches, turnouts, curves and cross-overs the width may be increased; provided, however, that the tracks shall be placed under the central part of the longitudinal street of the route, so far as may be practicable and convenient. No wall of the tunnel or part thereof shall, except at the stations, station approaches, curves and places of access to subsurface structures as hereinafter provided, be within a distance of five (5) feet of the exterior line or side of a longitudinal street of the route. The roof of the tunnel when under a street shall be as near the surface of the street as grades and street conditions will conveniently permit. The tunnel shall not be less than thirteen feet high in the clear. Wherever necessary to the proper support of a street surface the roof of the tunnel or tunnels shall be of iron or steel girders, with brick or concrete arches, supported by iron or steel columns and masonry walls, or the roof shall be a masonry arch, or the whole of the lining may be of iron. Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway; and wherever along any part of the route it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers and other subsurface structures, the width of the tunnel may be enlarged on either or both sides by an additional width not to exceed fifteen feet, provided always that the limits hereinafter provided as to longitudinal streets of the route shall be observed. All or any pipes, wires, sewers and other subsurface structures may be placed in suitable galleries to be constructed within the additional width hereinafter permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnel, the tunnel may, in order to provide convenient access to the same, have within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the route not to exceed fifteen feet, provided always that the limits hereinafter provided as to longitudinal streets of the route shall be observed. Pipes, wires, sewers and other subsurface structures shall, at any part of the said route, be removed and disturbed only when necessary for the construction and operation of the tunnel and if removed or disturbed shall be placed under the streets in such manner and in such location that the use and service thereof shall not be permanently impaired. Such pipes, wires, sewers, and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration, and for the placing with them, so far as there may be space, of new pipes, wires, sewers, and other like structures, and for making connections between the same and abutting buildings at any time. Stations and station approaches shall, so far as practicable, be at the intersection of streets and shall be built under streets or through private property to be acquired for the purpose, or both under streets and through private property as aforesaid. The streets under which stations or station approaches shall be built may include cross streets; but no part of any cross street shall be used for a station or station approach at a distance greater than seventy-five feet from the exterior line or side of the street of the route. The word "street," wherever used herein, shall include an avenue, park, or public place.

The general mode of operation shall be by electricity or some other power not requiring combustion within the tunnels, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour, exclusive of stops. The manner of construction shall be by tunneling or open excavation.

The drawings now produced and numbered 1, 2, 3, 4, 5, and 6, show the route and general plan.

And Whereas, Subsequent to its reference to the Committee on Railroads and at the request of a number of citizens residing in South Brooklyn, public hearings were granted by the said Committee on Railroads from time to time; and

Whereas, The said Committee on Railroads, having carefully considered the arguments for and against the proposed plans and conclusions have concluded that, in order to expedite the

construction of a tunnel between the boroughs of Manhattan and Brooklyn, the present proposed plans and conclusions should be approved. Now, therefore, it is recommended that this report and the following resolution be adopted.

Resolved, That the Council of The City of New York, the Board of Aldermen, concurring, does hereby, pursuant to the provisions of section 5 of chapter 4 of the Laws of 1891, as amended, and by a majority vote of all the members of said Council, approve such plans and conclusions, and does hereby consent to the construction of a railway in accordance therewith, and that the Municipal Assembly of The City of New York does approve such plans and conclusions and does hereby consent to such construction.

JOHN T. OAKLEY, CHARLES H. FRANCISCO, JOSEPH CASSIDY, CONRAD H. HESTER, HENRY C. HART, MARTIN F. CONLY, WILLIAM J. HYLAND, Committee on Railroads.

THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS FOR THE CITY OF NEW YORK TO THE MUNICIPAL ASSEMBLY OF THE CITY OF NEW YORK.

Communication Transmitted Resolutions and Drawings as to Route and General Plan of the Proposed Manhattan-Brooklyn Rapid Transit Railroad.

BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS,  
No. 320 BROADWAY, NEW YORK,  
February, 1901.

To the Honorable the Municipal Assembly of The City of New York:

The Board of Rapid Transit Railroad Commissioners for The City of New York, constituted under chapter 4 of the Laws of 1891, as amended, was duly organized, and after such organization conducted the inquiry and investigation necessary in the premises as to whether it were for the interest of the public and of The City of New York that a rapid transit railway or railways for the transportation of persons and property should be established therein; and after such inquiry and investigation has duly determined that such rapid transit railway, in addition to those already existing, is necessary for the interests of the public and of said city; and by the concurrent vote of six members of the Board has determined and established the routes and general plan of construction thereof, and hereby transmits to your Honorable Body a copy of the plan and conclusions as adopted, including such routes and general plan of construction.

And the Board further shows to your Honorable Body that the Board, immediately after the contract for the rapid transit railroad within the boroughs of Manhattan and The Bronx was made in February last, and the work in which the efforts of the Board had so long been directed had been successfully inaugurated, took up the subject of rapid transit between the boroughs of Manhattan and Brooklyn; and it now submits its conclusions.

The rapid transit railroad already begun extends from the end of the Brooklyn Bridge near the City Hall in the Borough of Manhattan to two termini, one on the west side, near the northern line of the Borough of Manhattan, and the other on the east side, in the northerly part of the Borough of The Bronx. The next rapid transit route in the order of importance is clearly one connecting the Borough of Brooklyn with the system already begun; and it is obvious that, in establishing that route, it will be convenient to extend the system already begun from the station at the City Hall and Brooklyn Bridge to the South Ferry. At the latter point connection will be made with ferries to various parts of the boroughs of Brooklyn and Richmond. The extension to Brooklyn will thus complete the system in the Borough of Manhattan to the south end of Manhattan Island; and it will, in the opinion of this Commission, serve to improve very materially the communications between Richmond and the various parts of Manhattan and The Bronx.

The Brooklyn-Manhattan road now proposed will, from a point near the intersection of Whitehall and South streets, in Manhattan, proceed under the East river to Joralemon street, in the Borough of Brooklyn; thence under Joralemon street to Fulton street near Borough Hall; thence under Fulton street in Flatbush avenue, and under Flatbush avenue to Atlantic avenue, near the station of the Long Island Railroad. The cost, as the Board is advised, will not exceed about eight million dollars.

The Board is aware that the route now proposed does not afford a complete solution of the rapid transit problem in the Borough of Brooklyn. It is, however, beyond doubt, the best route for the first rapid transit connection between the boroughs. It reaches two great distributing points in Brooklyn, Borough Hall Park and the Long Island Railroad station. The new road can thence be conveniently extended, as the financial means of the City will permit, to any and every important district in Brooklyn. It is the interest of the City that the rapid transit connection now proposed between the boroughs should be promptly constructed rather than that the city and especially the Borough of Brooklyn should be made to wait several years for the initiation of a system more nearly complete.

The road is to be in tunnel, thus permitting easy connection with the rapid transit system already begun in Manhattan and The Bronx. A tunnel under the East river will be far less expensive than another bridge over it.

The principal features of the plan of construction are those with which your Honorable Body is already familiar in the rapid transit system now under construction.

1. The tracks are to be placed substantially upon a level, except when engineering reasons require a greater or less depression of one track.

2. The railway, except when under or approaching the East river, is to be as near the surface as street conditions will permit, thus rendering the road more accessible to passengers. Where stations are not near the surface they will be reached by elevators.

3. The entire depth of excavation necessary for the construction of the railroad and its foundation will, except in the approaches from Bowling Green in Manhattan and Borough Hall in Brooklyn to the tunnel under the river, be only about twenty feet. There is no portion of the road now proposed where construction conducted with ordinary care involves risk to neighboring buildings.

4. The method of construction proposed by the Board is neither experimental nor untried. The work will be attacked at as many points along the route as may be desirable. The progress of the construction will be expedited so that the discomforts and delays resulting therefrom will be reduced to a minimum.

5. The railway tracks are to be of standard gauge and the railway cars will be large and commodious.

In witness whereof, this Board has caused its official seal to be hereto affixed, and these presents to be witnessed by its President and Secretary this 2d day of February, 1901.

THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS  
FOR THE CITY OF NEW YORK,

By A. E. ORR, President.

Attest:

BION L. BURROWS, Secretary.

PAPERS TRANSMITTED WITH THE FOREGOING COMMUNICATION.

First, Certified Copy of Resolutions adopting Routes and General Plan.

Second, Drawings Nos. 1, 2, 3, 4, 5 and 6, referred to in the Resolutions.

BION L. BURROWS, Secretary.

COPY RESOLUTIONS.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a Rapid Transit Railway for the conveyance and transportation of persons and property in addition to those already existing is necessary for the interests of the public and of The City of New York, and should be established in the boroughs of Manhattan and Brooklyn therein as hereinafter provided; and

Whereas, This Board has duly made the inquiry and investigation necessary or proper in the premises and all such inquiries and investigations as are necessary or proper for such determination;

Now, therefore, this Board does hereby adopt the following route for an additional rapid transit railway in The City of New York and does hereby determine and establish the said additional route as follows, and does hereby adopt a general plan of construction of the said railway, the route of which is herein provided, and does in such general plan hereby adopted show as follows the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon:

#### Route.

The centre line of the route shall commence at a point in the Borough of Manhattan at or near the intersection of Broadway with Park row, being the point of commencement of the rapid transit railroad now under construction upon the routes adopted by the Board of Rapid Transit Commissioners of The City of New York, by resolutions of the 14th day of January and 4th day of February, 1897; and such centre line shall run thence under Broadway and Bowling Green to State street; thence under State street and Battery Park to Whitehall street, and thence under and across Whitehall street and South street to the East river; thence under the East river to the Borough of Brooklyn at a point in Joralemon street between the East river and Furman street; thence under Joralemon street to Fulton street; thence under Fulton street to Flatbush avenue; thence under Flatbush avenue to a point at or near its intersection with Atlantic avenue. The route shall also include a branch or loop the centre line of which shall begin at the point which shall be found most convenient in Broadway, between Bowling Green and Exchange place, and shall run thence under Broadway to Bowling Green and thence under Bowling Green to State street; thence under and across the line of State street to Battery Park; thence under Battery Park to Whitehall street; thence returning under Whitehall street, Battery Park and State street to Broadway.

The route shall also include suitable tracks and connections in the nature of loops under the City Hall Park and around the City Hall in the Borough of Brooklyn. Wherever the route



passes from one street to another, or from the street to the river, or from the river to a street, the route may pass under private property so far as may be convenient for the purposes of the curve or grade of the railway.

The said general plan of construction hereby adopted is as follows:

For the whole of the route above described, including each of the branches and loops aforesaid, two parallel tracks placed on the same level except that, wherever required by special necessities of surface or subsurface structures, or other special or local necessities, or for the purpose of avoiding grade crossings, either track may be depressed below the other track to a depth of not more than fifty feet; but the limitations as to level of the two tracks shall not apply to the portion of the route under the East river. The tracks shall be standard gauge, that is to say, of a width of four feet eight and one-half inches between the rails.

The tracks may at any point of the route (or of the branches or loops therein included) be placed in the same tunnel; or there may be a separate tunnel for each track, as shall be most convenient; and there shall be a width in the tunnels for each track not exceeding fifteen feet, except that at stations, switches, turnouts, curves and cross-overs the width may be increased; provided, however, that the tracks shall be placed under the central part of the longitudinal street of the route, so far as may be practicable and convenient. No wall of the tunnel or part thereof shall, except at the stations, station approaches, curves and places of access to subsurface structures as hereinafter provided, be within a distance of five (5) feet of the exterior line or side of a longitudinal street of the route. The roof of the tunnel when under a street shall be as near the surface of the street as grades and street conditions will conveniently permit. The tunnel shall not be less than thirteen feet high in the clear. Wherever necessary to the proper support of a street surface the roof of the tunnel or tunnels shall be of iron or steel girders, with brick or concrete arches, supported by iron or steel columns and masonry walls, or the roof shall be a masonry arch, or the whole of the lining may be of iron. Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway; and wherever along any part of the route it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers and other subsurface structures, the width of the tunnel may be enlarged on either or both sides by an additional width not to exceed fifteen feet, provided always that the limits hereinafter provided as to longitudinal streets of the route shall be observed. All or any pipes, wires, sewers and other subsurface structures may be placed in suitable galleries to be constructed within the additional width hereinafter permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnel, the tunnel may, in order to provide convenient access to the same, have within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the route not to exceed fifteen feet, provided always that the limits hereinafter provided as to longitudinal streets of the route shall be observed. Pipes, wires, sewers and other subsurface structures shall, at any part of the said route, be removed and disturbed only when necessary for the construction and operation of the tunnel, and if removed or disturbed shall be placed under the streets in such manner and in such location that the use and service thereof shall not be permanently impaired. Such pipes, wires, sewers, and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration and for the placing with them, so far as there may be space, of new pipes, wires, sewers, and other like structures, and for making connections between the same and abutting buildings at any time. Stations and station approaches shall, so far as practicable, be at the intersection of streets and shall be built under streets or through private property to be acquired for the purpose, or both under streets and through private property as aforesaid. The streets under which stations or station approaches shall be built may include cross streets; but no part of any cross street shall be used for a station or station approach at a distance greater than seventy-five feet from the exterior line or side of the street of the route. The word "street," wherever used herein, shall include an avenue, park, or public place.

The general mode of operation shall be by electricity or some other power not requiring combustion within the tunnels, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour, exclusive of stops. The manner of construction shall be by tunneling or open excavation.

It is further

Resolved, That this Board hereby adopts the drawings now produced and numbered 1, 2, 3, 4, 5, and 6, as showing the route and general plan hereby adopted.

I, Bion L. Burrows, Secretary of the Board of Rapid Transit Railroad Commissioners of The City of New York, do hereby certify that the above is a true copy of the resolutions adopted by the Board of Rapid Transit Railroad Commissioners at its meeting held on the 24th of January, 1901, in No. 320 Broadway, six Commissioners being present and all voting in favor thereof.

In Witness Whereof, I have hereto set my hand and the seal of the said Board this 1st day of February, 1901.

[SEAL.]

BION L. BURROWS, Secretary.

The Chairman pro tem. put the question whether the Council would agree to accept said report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—The Vice-Chairman, Councilmen Bodine, Cassidy, Conly, Doyle, Ebbetts, Foley, Francisco, French, Goodwin, Hart, Hester, Hyland, Leich, McGarry, Mundorf, Murphy, O'Grady, Owens, Ryder, Van Nostrand, Williams, and Wise—23.

The Vice-Chairman moved that the vote by which the above resolution was adopted be reconsidered.

Which was adopted.

The Vice-Chairman moved that this resolution be placed on file.

Which was adopted.

The Vice-Chairman offered the following report of the Committee on Streets and Highways of the Board of Aldermen, and moved that this report be substituted for the previous report of the Committee on Railroads of the Council.

Which was adopted.

No. 543.

The Committee on Streets and Highways, to whom was referred on February 5, 1901 (page 306, Minutes, February 5, 1901), the annexed petition and resolution, respectfully

REPORT:

That a number of public hearings were held, both in the Borough of Manhattan and the Borough of Brooklyn, on this subject, at which parties interested, for and against the proposed route, were heard.

Your Committee therefore reports for adoption the annexed resolution.

Resolved, That the Municipal Assembly of The City of New York hereby does, by a majority vote of all its members, approve such plans and conclusions and does consent to the construction of a railway or railways in accordance therewith; and that The City of New York does hereby approve all such plans and conclusions and consents to such construction.

THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS FOR THE CITY OF NEW YORK TO THE MUNICIPAL ASSEMBLY OF THE CITY OF NEW YORK.

Communication Transmitting Resolutions and Drawings as to Route and General Plan of the Proposed Manhattan-Brooklyn Rapid Transit Railroad.

February, 1901.

BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS, }  
No. 320 BROADWAY, NEW YORK. }

To the Honorable the Municipal Assembly of The City of New York:

The Board of Rapid Transit Railroad Commissioners for The City of New York, constituted under chapter 4 of the Laws of 1891, as amended, was duly organized, and after such organization conducted the inquiry and investigation necessary in the premises, as to whether it were for the interest of the public and of The City of New York that a rapid transit railway or railways for the transportation of persons and property should be established therein; and after such inquiry and investigation has duly determined that such rapid transit railway, in addition to those already existing, is necessary for the interests of the public and of said city; and by the concurrent vote of six members of the Board, has determined and established the routes and general plan of construction thereof, and hereby transmits to your Honorable Body a copy of the plan and conclusions as adopted, including such routes and general plan of construction.

And the Board further shows to your Honorable Body that the Board, immediately after the contract for the rapid transit railroad within the boroughs of Manhattan and The Bronx was made in February last, and the work to which the efforts of the Board had so long been directed had been successfully inaugurated, took up the subject of rapid transit between the boroughs of Manhattan and Brooklyn; and it now submits its conclusions.

The rapid transit railroad already begun extends from the end of the Brooklyn Bridge near the City Hall in the Borough of Manhattan to two termini, one on the west side, near the northern line of the Borough of Manhattan, and the other on the east side, in the northern part of the Borough of The Bronx. The next rapid transit route in the order of importance is clearly one connecting the Borough of Brooklyn with the system already begun; and it is obvious that, in establishing that route, it will be convenient to extend the system already begun from the station at the City Hall and Brooklyn Bridge to the South Ferry. At the latter point connection will be made with ferries to various parts of the boroughs of Brooklyn and Richmond. The extension to Brooklyn will thus complete the system in the Borough of Manhattan to the south end of Manhattan Island; and it will, in the opinion of this Commission, serve to improve very materially the communications between Richmond and the various parts of Manhattan and The Bronx.

The Brooklyn-Manhattan road now proposed will, from a point near the intersection of Whitehall and South streets in Manhattan, proceed under the East river to Jerusalem street, in the Borough of Brooklyn; thence under Jerusalem street to Fulton street near Borough Hall;

thence under Fulton street to Flatbush avenue, and under Flatbush avenue to Atlantic avenue, near the station of the Long Island Railroad. The cost, as the Board is advised, will not exceed about eight million dollars.

The Board is aware that the route now proposed does not afford a complete solution of the rapid transit problem in the Borough of Brooklyn. It is, however, beyond doubt, the best route for the first rapid transit connection between the boroughs. It reaches two great distributing points in Brooklyn, Borough Hall Park and the Long Island Railroad station. The new road can thence be conveniently extended, as the financial means of the city will permit, to any and every important district in Brooklyn. It is the interest of the City that the rapid transit connection now proposed between the boroughs should be promptly constructed rather than that the City and especially the Borough of Brooklyn should be made to wait several years for the initiation of a system more nearly complete.

The road is to be in tunnel, thus permitting easy connection with the rapid transit system already begun in Manhattan and The Bronx. A tunnel under the East river will be far less expensive than another bridge over it.

The principal features of the plan of construction are those with which your Honorable Body is already familiar in the rapid transit system now under construction.

1. The tracks are to be placed substantially upon a level, except when engineering reasons require a greater or less depression of one track;

2. The railway, except when under or approaching the East river, is to be as near the surface as street conditions will permit, thus rendering the road more accessible to passengers. Where stations are not near the surface they will be reached by elevators.

3. The entire depth of excavation necessary for the construction of the railroad and its foundation will, except in approaches from Bowling Green in Manhattan and Borough Hall in Brooklyn to the tunnel under the river, be only about twenty feet. There is no portion of the road now proposed where construction conducted with ordinary care involves risk to neighboring buildings.

4. The method of construction proposed by the Board is neither experimental nor untried. The work will be attacked at as many points along the route as may be desirable. The progress of the construction will be expedited so that the discomforts and delays resulting therefrom will be reduced to a minimum.

5. The railway tracks are to be of standard gauge and the railway cars will be large and commodious.

In witness whereof, this Board has caused its official seal to be hereto affixed, and these presents to be witnessed by its President and Secretary, this 2d day of February, 1901.

THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS  
FOR THE CITY OF NEW YORK,

By A. E. Oka, President.

Attest:

BION L. BURROWS, Secretary.

PAPERS TRANSMITTED WITH THE FOREGOING COMMUNICATION.

First, Certified Copy of Resolutions adopting Routes and General Plan.

Second, Drawings Nos. 1, 2, 3, 4, 5 and 6 referred to in the Resolutions.

BION L. BURROWS, Secretary.

COPY RESOLUTIONS.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway for the conveyance and transportation of persons and property in addition to those already existing is necessary for the interests of the public and of The City of New York, and should be established in the boroughs of Manhattan and Brooklyn therein as hereinafter provided; and

Whereas, This Board has duly made the inquiry and investigation necessary or proper in the premises and all such inquiries and investigations as are necessary or proper for such determination;

Now, therefore, this Board does hereby adopt the following route for an additional rapid transit railway in The City of New York and does hereby determine and establish the said additional route as follows, and does hereby adopt a general plan of construction of the said railway, the route of which is herein provided, and does in such general plan hereby adopted show as follows the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon:

Route.

The centre line of the route shall commence at a point in the Borough of Manhattan at or near the intersection of Broadway with Park row, being the point of commencement of the rapid transit railroad now under construction upon the routes adopted by the Board of Rapid Transit Railroad Commissioners of The City of New York, by resolutions of the 14th day of January and 4th day of February, 1897; and such centre line shall run thence under Broadway and Bowling Green to State street; thence under State street and Battery Park, to Whitehall street, and thence under and across Whitehall street and South street to the East river; thence under the East river to the Borough of Brooklyn at a point in Jerusalem street, between the East river and Furman street; thence under Jerusalem street to Fulton street; thence under Fulton street to Flatbush avenue; thence under Flatbush avenue to a point at or near its intersection with Atlantic avenue. The route shall also include a branch or loop the centre line of which shall begin at the point which shall be found most convenient in Broadway, between Bowling Green and Exchange place, and shall run thence under Broadway to Bowling Green, and thence under Bowling Green to State street; thence under and across the line of State street to Battery Park; thence under Battery Park to Whitehall street; thence returning under Whitehall street, Battery Park and State street to Broadway.

The route shall also include suitable tracks and connections in the nature of loops under the City Hall Park and around the City Hall in the Borough of Brooklyn. Wherever the route passes from one street to another, or from the street to the river, or from the river to a street, the route may pass under private property so far as may be convenient for the purposes of the curve or grade of the railway.

The said general plan of construction hereby adopted is as follows:

For the whole of the route above described, including each of the branches and loops aforesaid, two parallel tracks placed on the same level except that, wherever required by special necessities of surface or subsurface structures, or other special or local necessities, or for the purpose of avoiding grade crossings, either track may be depressed below the other track to a depth of not more than fifty feet; but the limitation as to level of the two tracks shall not apply to the portion of the route under the East river. The tracks shall be standard gauge, that is to say, of a width of four feet eight and one-half inches between the rails.

The tracks may at any point of the route (or of the branches or loops therein included) be placed in the same tunnel; or there may be a separate tunnel for each track, as shall be most convenient; and there shall be a width in the tunnels for each track not exceeding fifteen feet, except that at stations, switches, turnouts, curves and cross-overs the width may be increased; provided, however, that the tracks shall be placed under the central part of the longitudinal street of the route, so far as may be practicable and convenient. No wall of the tunnel or part thereof shall, except at the stations, station approaches, curves and places of access to subsurface structures as hereinafter provided, be within a distance of five (5) feet of the exterior line or side of a longitudinal street of the route. The roof of the tunnel when under a street shall be as near the surface of the street as grades and street conditions will conveniently permit. The tunnel shall not be less than thirteen feet high in the clear. Wherever necessary to the proper support of a street surface the roof of the tunnel or tunnels shall be of iron or steel girders, with brick or concrete arches, supported by iron or steel columns and masonry walls, or the roof shall be a masonry arch, or the whole of the lining may be of iron. Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway; and wherever along any part of the route it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers and other subsurface structures, the width of the tunnel may be enlarged on either or both sides by an additional width not to exceed fifteen feet, provided always that the limits hereinafter provided as to longitudinal streets of the route shall be observed. All or any pipes, wires, sewers and other subsurface structures may be placed in suitable galleries to be constructed within the additional width hereinafter permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnel, the tunnel may, in order to provide convenient access to the same, have within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the route not to exceed fifteen feet, provided always that the limits hereinafter provided as to longitudinal streets of the route shall be observed. Pipes, wires, sewers and other subsurface structures shall, at any part of the said route be removed and disturbed only when necessary for the construction and operation of the tunnel, and if removed or disturbed shall be placed under the streets in such manner and in such location that the use and service thereof shall not be permanently impaired. Such pipes, wires, sewers, and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration and for the placing with them so far as there may be space, of new pipes, wires, sewers, and other like structures, and for making connections between the same and abutting buildings at any time. Stations and station approaches shall, so far as practicable, be at the intersection of streets and shall be built under streets or through private property to be acquired for the purpose, or both under streets and through private property as aforesaid. The streets under which stations or station approaches shall be built may include cross streets; but no part of any cross street shall be used for a station or station approach at a distance greater than seventy-five feet from the exterior line or side of the street of the route. The word "street," wherever used herein, shall include an avenue, park, or public place.



The general mode of operation shall be by electricity or some other power not requiring combustion within the tunnels, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour, exclusive of stops. The manner of construction shall be by tunneling or open excavation.

It is further

Resolved, That this Board hereby adopts the drawings now produced and numbered 1, 2, 3, 4, 5 and 6, as showing the route and general plan hereby adopted.

I, Dion L. Burrows, Secretary of the Board of Rapid Transit Railroad Commissioners for The City of New York, do hereby certify that the above is a true copy of the resolutions adopted by the Board of Rapid Transit Railroad Commissioners at its meeting held on the 24th of January, 1901, in No. 320 Broadway, six Commissioners being present and all voting in favor thereof.

In Witness Whereof, I have hereunto set my hand and the seal of the said Board this 1st day of February, 1901.

[SEAL.]

DION L. BURROWS, Secretary.

JAMES J. BRIDGES, MOSES J. WAFER, JEREMIAH CRONIN, CHARLES METZGER, THOMAS F. McCALL, JOSEPH E. WELLING, LOUIS F. CAIDANI, Committee on Streets and Highways.

The Chairman pro tem. put the question whether the Council would agree to accept said report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—The Vice-Chairman, Councilmen Bodine, Cassidy, Conly, Doyle, Ebbets, Foley, Franchon, French, Goodwin, Hart, Hester, Hyland, Leitch, McGarry, Murphy, O'Grady, Owens, Ryder, Van Nostrand, Williams, and Wise—22.  
Councilman Hattenroth excused from voting.

No. 559.

BOARD OF ESTIMATE AND APPORTIONMENT,  
CLERK'S OFFICE, NO. 280 BROADWAY, STEWART BUILDING,  
NEW YORK, April 12, 1901.

Hon. P. J. SULLIVAN, City Clerk:

DEAR SIR—Herewith I transmit certified copy of resolutions adopted by the Board of Estimate and Apportionment at a meeting held April 10, 1901, approving the recommendations of the Comptroller in relation to the franchise for the construction, etc., of the West Tenth Street Connecting Railway Company; also a copy of the minutes of the Board in regard thereto.

Very respectfully,

THOMAS L. FEITNER, Secretary.

Resolved, That the report of the Comptroller, who was appointed by the Board of Estimate and Apportionment to make inquiry as to the money value of the franchise or privilege proposed to be granted to the West Tenth Street Connecting Railway Company, and the adequacy of the compensation to be paid therefor, as set forth in a certain proposed ordinance granting to said West Tenth Street Connecting Railway Company the franchise as privilege for constructing, maintaining and operating a street surface railroad in, through, upon and along West Tenth street, from its intersection with Sixth avenue to its intersection with Greenwich avenue, in the Borough of Manhattan, which proposed ordinance was referred to the Board of Estimate and Apportionment by the Municipal Assembly, in accordance with the terms of the Greater New York Charter, be and the same is hereby adopted; and be it further

Resolved, That the said report be and the same is hereby ordered on file; and further

Resolved, That the terms of said ordinance as modified, amended and affected by the recommendation in said report be and the same are hereby adopted and approved; and further

Resolved, That a copy of said report and a copy of the minutes of this meeting in regard thereto be transmitted immediately to the Municipal Assembly.

A true copy of resolutions adopted by the Board of Estimate and Apportionment April 10, 1901.

CHAS. V. ADEE, Clerk.

DEPARTMENT OF FINANCE, March 21, 1901.

Hon. BIRD S. COLLIER, Comptroller:

SIR—The West Tenth Street Connecting Railway Company, in its petition to the Municipal Assembly for a franchise, states:

First—That your petitioner is a street surface railroad corporation, organized and existing under the laws of the State of New York, having filed its certificate of incorporation in the office of the Secretary of State on March 5, 1900, and in the office of the Clerk of the City and County of New York on March 6, 1900, for the purpose of constructing, maintaining and operating a street surface railroad upon the route hereinafter set forth.

Second—That your petitioner desires to obtain from the Municipal Assembly of The City of New York its consent to and a grant of the right, privilege and franchise for constructing and operating a street surface railroad, with single track, upon the following streets, avenues and highways, viz.: Commencing at the intersection of Sixth avenue and West Tenth street, in The City of New York, running southwesterly with single track through, upon and along West Tenth street to the intersection of said West Tenth street with Greenwich avenue, all in the Borough of Manhattan, City of New York.

Third—That said railroad is to be constructed with single track upon and along said street, together with such connections, switches and turnouts as may be necessary for the convenient working of the road and for the accommodation of cars that may be run over the same.

Fourth—That the said corporation expects to operate said railroad by an underground current of electricity, substantially similar to the system now in use on the railroads in Second, Sixth, Eighth and Madison avenues, in this city, or by any other motive power except locomotive steam power which may be approved by the State Board of Railroad Commissioners and consented to by the owners of property, in accordance with the provisions of the Railroad Law.

Wherefore, Your petitioner prays that notice of the time and place when and where the application of said company will be first considered be given pursuant to the provisions of section 92 of the Railroad Law, and that the consent or grant be given in the form of an ordinance, made subject to the ordinances and provisions of the Railroad Law, and upon terms and compensation provided for in the Greater New York Charter, applicable thereto.

Dated New York March 9, 1901.

#### WEST TENTH STREET CONNECTING RAILWAY COMPANY.

(Sd.) By CLIFFORD S. BEATTIE, President.

Pursuant to law, a public hearing was held on April 19, 1900, and the Committee on Railroads of the Council submitted a report in the form of an ordinance, granting the petition or franchise upon specific terms and conditions, as fully set forth therein.

In accordance with section 74 of the Greater New York Charter, the proposed ordinance, having had its first reading, is now submitted to the Board of Estimate and Apportionment, who shall make inquiry as to the money value of the franchise or privilege proposed to be granted and the adequacy of the compensation proposed to be paid therefor, and no grant thereof by the Municipal Assembly shall be made except on terms approved by vote or resolution of the Board of Estimate and Apportionment.

Subdivision 1 of section 2 of the proposed ordinance provides that the franchise shall extend for a period of twenty-five (25) years, with the privilege of renewal; and for a further period of twenty-five (25) years, upon a revaluation.

Subdivision 4 of section 2 provides for the compensation to be paid by the company, for the privilege or franchise to be granted, in the following words:

"Fourth—The said West Tenth Street Connecting Railway Company shall, for and during the first five years after the commencement of the operation of any portion of its railroad, annually, on November 1, pay into the Treasury of the City, to the credit of the Sinking Fund thereof, three per cent. of its gross receipts for and during the year ending September 30 next preceding; and after the expiration of such five years make a like annual payment into the Treasury of the City, to the credit of the same fund, of five per cent. of its gross receipts, as required by section 95 of the Railroad Law.

"That but one fare shall be exacted for passage over the railroad constructed under this grant and over the lines of any railroad system or systems operated in connection therewith, and that the gross receipts from joint business shall be divided in the proportion that the length of said railroad operated hereunder shall bear to the entire length of the railroad system or systems which shall be operated in connection therewith and of the railroad to be constructed hereunder."

In order to show, approximately, the amount which the City would receive under the terms as proposed, I have taken the last Railroad Report for the year 1899, in which the following figures appear:

	LENGTH OF ROAD IN MILES.	LENGTH OF ROAD IN FEET.	CASH FARES.
Metropolitan Street Railway Company.....	209.34	1,104,540	\$28,300,407 09
Central Cross-town Railroad Company.....	11.004	73,041	623,708 10
<i>Grand Total</i> .....		1,177,581	\$28,924,115 19
West Tenth Street Connecting Railway Company.....		380	
<i>Total length</i> .....		1,177,961	

Upon the above figures, the proportionate amount of the gross receipts upon which the West Tenth Street Connecting Railway Company would pay percentage would be \$4,158.39; 3 per cent. of the above for the first five years would be \$124.75, and 5 per cent. of the same for the remaining term of the franchise would amount to \$207.92 per annum.

The returns of the Metropolitan Street Railway Company have shown for the past five years material increases in gross earnings per mile, and it is to be presumed that, within limits, they will continue to do so; so that the figures, as given, are subject to much increase in earnings as may be made by the road.

It will thus be seen that a franchise, based on such terms, will not produce large revenue for the City, and it is necessary to make a study of the effect which the granting of this franchise will have on the connecting roads in order to determine what compensation the City should receive.

The franchise proposes to give this railway the right to lay a single track in West Tenth street, connecting the Sixth avenue road in Sixth avenue, and with the West Tenth Street and Christopher Street Railroad in Greenwich avenue, and to operate the same by underground current of electricity, or any other motive power, except locomotive steam power, which may be approved by the State Board of Railroad Commissioners.

A change of motive power of the Central Cross-town line, operating through West Tenth street and Christopher street to Christopher Street Ferry, would then permit the operation of other cars on the Sixth avenue line to the said Christopher Street Ferry, which, it would appear to me, would be the object to be attained by virtue of the franchise.

The Metropolitan Street Railway Company would then be enabled, through its leased and operated lines, to run other cars on the Sixth avenue branch to Christopher Street Ferry, and it would thus divide, with the Cross-town Railroad, the traffic obtained at the ferry, and over the line of the said Cross-town Railroad to Greenwich avenue.

The Sixth Avenue Railroad, pursuant to its charter, now pays The City of New York a car license of \$50 per car per annum, and, no doubt, should this change be effected, operate a large number of its cars over the tracks of the Central Cross-town Railroad, which cars now have a terminus at West Third street and Sixth avenue, so that the number of cars, in addition to those now run to equip this branch, will not be appreciable in number, and hence the revenue derived by the City will not be materially increased.

On the other hand, the Central Cross-town Railroad Company, pursuant to its charter, pays The City of New York annually 5 per cent. of the gross receipts of the road, which sum amounted in the year 1900 to \$14,751.15.

This revenue will be seriously impaired by the operation of through cars on the Sixth avenue road to Christopher Street Ferry, and the compensation as fixed in the ordinance for the franchise proposed to be given to the West Tenth Street Connecting Railway Company will not in any manner reimburse the City for such loss.

The car license fee of \$50 per car was fixed by ordinance in 1859, and may have been adequate for a two-horse car with the traffic then accruing to the companies; but when the increased capacity of cars, as run to-day, over and above the two-horse car, the diminished cost of operation by electricity, and the length of the road which can be covered in 24 hours by one car, the car license fee certainly does not return to The City of New York a revenue commensurate with the franchise privilege bestowed, whereas, with the percentage system, as the revenues of the road increase, the compensation increases more nearly proportionately.

As I have shown, the Sixth Avenue Railway, under a car license fee, will be operating over and dividing receipts with the Central Cross-town Railroad, who pay a percentage upon gross receipts; and presupposing that the proposed franchise will be ultimately controlled by the Metropolitan Street Railway Company, I can see no reason why in the future it may not be desirable to run other lines of cars over the same route.

In order, then, that The City of New York shall not be the loser by granting this franchise—for it is my opinion that the revenue derived from all franchises given by the people should show annually an increase, for, as a rule, they become annually more profitable—I would recommend that after the second paragraph in subdivision 4 of section 2 of the ordinance a clause be inserted as follows:

"But the amounts to be paid to The City of New York shall not be less than \$150 annually for the first five years, and not less than \$300 annually thereafter for the full term of twenty years."

—and secondly, it should be made a condition of the franchise that wherever and whenever this connecting railway shall make it possible for the cars of a non-percentage paying line to operate upon the tracks of a percentage paying line, the former line shall keep a separate and accurate account of all fares collected from passengers who enter said cars upon the routes of percentage lines and account to the City for them, the same as if they had been collected by the percentage line, and to pay the same percentages thereon as is now provided by law to be paid by the company upon whose routes they operate.

Respectfully,  
(Signed) EUG. McLEAN, Engineer.

DEPARTMENT OF FINANCE, April 6, 1901.

To the Board of Estimate and Apportionment:

GENTLEMEN—At a meeting of the Board of Estimate and Apportionment held December 31, 1900, the undersigned was appointed a committee to make inquiry as to the money value of the franchise proposed to be granted to the West Tenth Street Connecting Railway Company, and the adequacy of the compensation proposed to be paid therefor as set forth in a certain proposed ordinance granting to the West Tenth Street Connecting Railway Company a franchise or privilege for constructing, maintaining and operating a street surface railroad in, through, upon and along West Tenth street, from the intersection of Sixth avenue and West Tenth street to the intersection of said West Tenth street with Greenwich avenue in the Borough of Manhattan, which proposed ordinance was referred to the Board of Estimate and Apportionment by the Municipal Assembly in accordance with the terms of the Greater New York Charter.

I submit herewith for the consideration of the Board a report which has been made to me on this subject by Mr. Eugene E. McLean, Engineer of the Department of Finance, and I recommend that the proposed terms embodied in the ordinance of the Municipal Assembly be modified so as to provide that the percentages of gross receipts therein referred to shall not be less than \$150 annually for the first five years, and not less than \$300 annually for the remaining twenty years of the life of the franchise.

I also recommend that the ordinance be modified so as to provide that wherever and whenever this connecting railway shall make it possible for the cars of a non-percentage paying line to operate upon the tracks of a percentage paying line, the former line shall keep a separate and accurate account of all fares collected from passengers who enter said cars upon the routes of percentage lines, and account to the City for them the same as if they had been collected by the percentage line, and to pay the same percentages thereon as is now provided by law to be paid by the company upon whose route they operate.

Respectfully submitted,  
(Signed) BIRD S. COLLIER, Comptroller.

The Committee on Railroads, to whom was referred the proposed ordinance granting to the West Tenth Street Connecting Railway Company the right or franchise to construct and operate a street surface railroad in, upon and along certain streets, avenues, parkways and highways in The City of New York, and to whom was referred the report of the Board of Estimate and Apportionment recommending certain modifications therein, report as follows:

Whereas, The Board of Estimate and Apportionment has duly transmitted to the Municipal Assembly a certain proposed ordinance granting to the West Tenth Street Connecting Railway Company the franchises or privileges for constructing, maintaining and operating a street surface railroad through, upon and along certain streets, avenues and highways in The City of New York, said Board having found the compensation in said ordinance originally proposed to be paid to be inadequate, and said Board having recommended that the terms so originally proposed in said ordinance be modified so as to provide that the percentages of gross receipts therein referred to shall not be less than one hundred and fifty dollars (\$150) annually for the first five years, and not less than three hundred dollars (\$300) annually for the remaining twenty years of the life of the franchise; and also recommending that said ordinance be modified so as to provide that wherever and whenever this connecting railway shall make it possible for the cars of a non-percentage paying line to operate upon the tracks of a percentage paying line, the former line shall keep a separate and accurate account of fares collected from passengers who enter said cars upon the routes of percentage paying lines, and account to the City for them, the same as if they had been collected by the percentage paying line, and to pay the same percentages thereon as is now provided by law to be paid by the company upon whose route they operate;

Now, therefore, your Committee, in accordance with such recommendations, does hereby amend said proposed ordinance, as follows:

AN ORDINANCE granting to the West Tenth Street Connecting Railway Company the right or franchise to construct and operate a street surface railroad in, upon and along certain streets, avenues, parkways and highways in The City of New York.

Be it Ordained by the Municipal Assembly of The City of New York, as follows: Whereas, The West Tenth Street Connecting Railway Company has duly presented to the Municipal Assembly of The City of New York, by presenting and filing with each house thereof its application, in writing, for a grant of the franchise or right to use the streets, avenues, parkways and highways in The City of New York hereinafter mentioned, for the construction, maintenance and operation of a single track street surface railroad in or upon the surface of the same; and

Whereas, The said Municipal Assembly, by resolution adopted March 20, 1900, approved by his Honor the Mayor of said city on March 28, 1900, gave public notice of such application, and



that at the Councilmanic Chamber, in the City Hall, in The City of New York, on the 19th day of April, 1900, at 2.30 o'clock in the afternoon, such application of said railway company would be first considered and a public hearing had thereon, which notice was published daily for at least fifteen (15) days successively prior to the hearing, in two daily papers published in The City of New York, viz.: in the "New York Press" and in the "New York Journal and Advertiser," which papers were first designated, in writing, by his Honor the Mayor of said city, on March 28, 1900; and

Whereas, After public notice given as aforesaid and at a public hearing duly held in pursuance of such notice, whereat all persons so desiring were given an opportunity to be heard and were heard, such application was first considered by the Railroad Committees of both houses of said Municipal Assembly:

Section 1. The Municipal Assembly of The City of New York hereby grants to the West Tenth Street Connecting Railway Company, subject to the conditions and provisions hereinafter set forth, the right and franchise to use the streets, avenues, parkways and highways of the said city, and to construct maintain and operate a single-track street surface railroad in and upon the following streets, avenues, parkways and highways, viz.: Commencing at the intersection of Sixth avenue and West Tenth street in The City of New York, running southwesterly with single track through, upon and along West Tenth street to the intersection of said West Tenth street with Greenwich avenue, all in the Borough of Manhattan, City of New York.

Sec. 2. The grant of said franchise or right to use said streets, avenues, parkways and highways is made subject to the following conditions:

First—That the said right, privilege and franchise to construct and operate its said railway shall be held and enjoyed by said railway company, its lessee or successors, for the term of twenty-five years with the privilege of a renewal of said grant for the further period of twenty-five years upon a fair revaluation of the right, such revaluation to be of the right, privilege and franchise to maintain and operate said railroad by itself, and not to include any value derived from the ownership, control or operation of any other railroad, line or tracks by the grantee, its successors or assigns; provided, however, that the consent of the owners of one-half in value of the property bounded on such streets, avenues, parkways and highways shall be first obtained, or in lieu thereof the favorable determination of three Commissioners, approved by the Appellate Division of the Supreme Court, that such railroad should be constructed and operated.

Second—Upon the termination of the said franchise or right, whether original or renewed, there shall be a fair valuation of the plant and property of the grantee in the streets, avenues, parkways and highways aforesaid, with the appurtenances; and the said plant and property shall be and become the property of the City on the termination of the grant on paying the grantee such valuation. Such payment shall be at a fair valuation of the said plant and property as property, excluding any value derived from the franchise.

Third—The mode of determining the valuations and revaluations herein provided for shall be as follows: One disinterested freeholder shall be chosen by the Board of Estimate and Apportionment; one disinterested freeholder shall be chosen by the railroad company; these two shall choose a third disinterested freeholder; the three so chosen shall act as appraisers and shall make the valuations and revaluations aforesaid. Such appraisers shall be chosen at least sixty days prior to the expiration of the grant, or of the renewal thereof, and their report shall be filed with the Comptroller of the City not more than thirty days thereafter. They shall act as appraisers and not as arbitrators; they may base their judgment upon their own experience and upon such information as they may obtain by inquiries and investigation without the presence of either party; they shall have the right to examine the books of the railroad company. The valuations as ascertained, fixed and determined, shall be conclusive upon both parties.

Fourth—The said West Tenth Street Connecting Railway Company shall, for and during the first five years after the commencement of the operation of any portion of its railroad, annually, on November 1, pay into the treasury of the City, to the credit of the Sinking Fund thereof, three per cent. of its gross receipts for and during the year ending September 30 next preceding; and after the expiration of such five years make a like annual payment into the treasury of the City, to the credit of the same fund, of five per cent. of its gross receipts, as required by section 95 of the Railroad Law, but such percentage of gross receipts shall not be less than one hundred and fifty dollars (\$150) annually for the first five years and not less than three hundred dollars (\$300) annually thereafter.

That but one fare shall be exacted for passage over the railroad constructed under this grant and over the lines of any railroad system or systems operated in connection therewith, and that the gross receipts from joint business shall be divided in the proportion that the length of said railroad operated hereunder shall bear to the entire length of the railroad system or systems which shall be operated in connection therewith, and of the railroad to be constructed hereunder.

Wherever and whenever this connecting railway shall make it possible for the cars of a non-percentage paying line to operate upon the tracks of a percentage paying line, the former line shall keep a separate and accurate account of all fares collected from passengers who enter said cars upon the routes of percentage lines, and account to the City for them the same as if they had been collected on the percentage line, and to pay the same percentages thereon as is now provided by law to be paid by the company upon whose route they operate.

Fifth—The said railroad may be operated by underground electrical power substantially similar to the system of underground electrical traction now in use on the railroads in Second, Sixth, Eighth, Lenox and Madison avenues in this city, and by any other motive power except locomotive steam power, which may be approved by the Board of Railroad Commissioners and consented to by the owners of property, in accordance with the provisions of the Railroad Law.

Sixth—The said railroad shall be constructed and maintained subject to the supervision and control of the Commissioner of Highways and the Commissioner of Public Buildings, Lighting and Supplies, of The City of New York, in all matters with respect to which said Commissioners are respectively invested with the power of regulation and control by the Charter of said city; and the consent of the City, as owner of property bounded on West Tenth street and on Christopher street, is hereby given to the operation of the railroads now or hereafter constructed on said streets by the forms of motive power provided in section fifth.

Sec. 3. The said grant is also upon the further conditions, namely:

First—The said railroad shall be constructed and operated in the latest improved manner of street railway construction, and the railroad and property of said company shall be maintained in good condition throughout the full term of this grant.

Second—The rate of fare for any passenger upon said railroad shall be five cents; and said company shall not charge any passenger more than said sum for one continuous ride from any point on its road, or any road, line or branch operated by it or under its control, to any point thereon or any connecting branch thereof within the limits of The City of New York. The cars on said railroad shall be run as often as the public convenience may require.

Third—The said railroad company shall apply to each car a proper fender and wheel-guard conformably to such laws and ordinances as may hereafter be enacted or adopted by the State or City authorities.

Fourth—All cars of said railroad company shall be heated during cold weather conformably to such laws and ordinances as are now in force or may hereafter be enacted or adopted by the State or City authorities, and each car shall be well lighted either by the Pintsch gas system or by electricity, or by some system of lighting equally efficient.

Fifth—In case of any violation or breach of or failure to comply with any of the provisions of this section, this grant may be forfeited by suit brought by the Corporation Counsel on notice of ten days to the said railroad company.

Sec. 4. This grant is also upon the further and expressed condition that the provisions of article IV. of the Railroad Law applicable thereto be complied with.

Sec. 5. The said company shall at all times keep the street between its tracks and for a distance of two feet beyond the rails upon either side thereof free and clear from ice and snow.

Sec. 6. The said railroad company, so long as it shall continue to use any of its tracks upon said streets, avenues or public places, shall have and keep in permanent repair that portion of such streets, avenues and public places between its tracks, the rails of its tracks and two feet in width outside of its tracks, under the supervision of the proper local authorities, and whenever required by them to do so, and in such manner as they may prescribe.

Sec. 7. This grant shall not become operative unless, within ten days after the approval thereof by the Mayor of said City, or the final passage thereof succeeding the return with the disapproval thereof, or subsequent to the taking effect of said grant by reason of the failure of said officer to return the same with his disapproval, the said railroad company shall duly execute under its corporate seal an instrument in writing, wherein said company shall promise, covenant and agree on its part and behalf to pay the compensation and to conform to, abide by and perform all the conditions and requirements in this ordinance fixed and contained, and within the said period file the said instrument in the office of the Comptroller of The City of New York.

Sec. 8. This ordinance shall take effect immediately.  
JOHN T. OAKLEY, CHARLES H. FRANCISCO, JOSEPH CASSIDY, CONRAD H. HESTER, HARRY C. HART, MARTIN F. CONLY, WILLIAM J. HYLAND, Committee on Railroads of the Council.

Which was recommended to the Committee on Railroads.

In connection with the above report the Vice-Chairman offered the following resolution:

No. 844.

Whereas, The Board of Estimate and Apportionment has duly transmitted to the Municipal Assembly a certain proposed ordinance granting to the West Tenth Street Connecting Railway Company, franchises or privileges for constructing, maintaining and operating a street surface railroad through, upon and along certain streets, avenues and highways in The City of New York, said Board having found the compensation in said ordinance originally proposed to be paid to be inadequate, and having fixed, adopted and determined the terms upon which such franchises or privileges should be granted to be as follows:

Fourth—The said West Tenth Street Connecting Railway Company shall, for and during the

first five years after the commencement of the operation of any portion of its railroad, annually, on November 1, pay into the treasury of the City, to the credit of the Sinking Fund thereof, three per cent. of its gross receipts for and during the year ending September 30, next preceding; and after the expiration of such five years make a like annual payment into the treasury of the City, to the credit of the same fund, of five per cent. of its gross receipts, as required by section 95 of the Railroad Law, but such percentage of gross receipts shall not be less than one hundred and fifty dollars (\$150) annually for the first five years, and not less than three hundred dollars (\$300) annually thereafter.

That but one fare shall be exacted for passage over the railroad constructed under this grant and over the lines of any railroad system or systems operated in connection therewith, and that the gross receipts from joint business shall be divided in the proportion that the length of said railroad operated hereunder shall bear to the entire length of the railroad system or systems which shall be operated in connection therewith, and of the railroad to be constructed hereunder.

Wherever and whenever this connecting railway shall make it possible for the cars of a non-percentage paying line to operate upon the tracks of a percentage paying line, the former line shall keep a separate and accurate account of all fares collected from passengers who enter said cars upon the routes of percentage lines, and account to the City for them, the same as if they had been collected by the percentage line, and to pay the same percentages thereon as is now provided by law to be paid by the company upon whose route they operate; and

Whereas, Said proposed ordinance, with the amendments thereto suggested and recommended by the Board of Estimate and Apportionment, has been referred to the Railroad Committee of the Council; and

Whereas, Said Railroad Committee has so amended said proposed ordinance in accordance with such suggestions and recommendations, and has made its report to its house to that effect; now therefore be it

Resolved, That the report of the Railroad Committee of the Council be and the same hereby is approved, ratified and confirmed; and further

Resolved, That the proposed ordinance in said report contained be and the same hereby is approved; further

Resolved, That if the Board of Aldermen concur, said proposed specific grant as amended, the terms of which have been duly approved by resolution of the Board of Estimate and Apportionment, embodied in the form of an ordinance, with all the terms and conditions, including the provisions as to rates, fares and charges, be published at least twenty (20) days in the CITY RECORD and at least twice in two daily newspapers published in the City, to be designated by the Mayor, at the expense of the proposed grantee.

Which was adopted.

No. 816.

Report of the Committee on Finance—

The Committee on Finance, to whom was referred the annexed communication from the Board of Estimate and Apportionment relative to the application of the Commissioner of Public Charities of the Borough of Brooklyn for appropriations for hospitals in said borough (page 1281 Minutes, May 14, 1901), respectfully

REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They recommend that the accompanying resolution be adopted.

Resolved, That, pursuant to the provisions of subdivision 8, section 188, of the Greater New York Charter, the Board of Estimate and Apportionment is hereby requested to authorize the following expenditures: Three thousand seven hundred and sixty dollars (\$3,760) for the purpose of providing suitable help to organize and maintain an Emergency Hospital at Coney Island, in the Borough of Brooklyn, and fourteen thousand four hundred and ninety dollars (\$14,490) for repairs, improvements, equipments, etc., necessary for the proper conduct of the Twenty-sixth Ward Hospital, in the Borough of Brooklyn, as an Emergency Hospital.

BOARD OF ESTIMATE AND APPORTIONMENT,  
NEW YORK, May 7, 1901.

Hon. P. J. SCULLY, City Clerk.

DEAR SIR—Herewith I transmit a certified copy of a resolution referring application of the Commissioner of Public Charities, Borough of Brooklyn, dated April 2 and 16, 1901, for appropriation for salaries and improvements, etc., for the Twenty-sixth Ward Hospital and an Emergency Hospital at Coney Island, which was adopted at a meeting of the Board of Estimate and Apportionment at a meeting held May 6, 1901.

Very respectfully,

THOS. L. FEITNER, Secretary.

Resolved, That the foregoing applications be and the same are hereby referred to the Municipal Assembly, for its consideration and action, under subdivision 8 of section 188 of the Greater New York Charter.

A true copy of resolution adopted by the Board of Estimate and Apportionment May 6, 1901.  
CHAS. V. ADEE, Clerk.

DEPARTMENT OF PUBLIC CHARITIES—BOROUGH OF BROOKLYN AND QUEENS,  
Nos. 126 AND 128 LIVINGSTON STREET, BOROUGH OF BROOKLYN,  
NEW YORK CITY, April 2, 1901.

The Honorable Board of Estimate and Apportionment of The City of New York.

GENTLEMEN—In accordance with the accompanying report and recommendations of Dr. J. T. Duryea, General Medical Superintendent of the Kings County Hospital, I would respectfully ask that the amount of \$3,760 be appropriated for the purpose of providing for suitable help to organize and maintain an Emergency Hospital at Coney Island.

Respectfully,

A. H. GOETTING,

Commissioner Public Charities for the Boroughs of Brooklyn and Queens.

(Copy.)

DEPARTMENT OF PUBLIC CHARITIES—BOROUGH OF BROOKLYN AND QUEENS,  
Nos. 126 AND 128 LIVINGSTON STREET, BOROUGH OF BROOKLYN,  
NEW YORK CITY, March 25, 1901.

Hon. A. H. GOETTING, Commissioner, Public Charities, Brooklyn, N. Y.

DEAR SIR—When the annual budget was made up for 1901, it contained items of rent and supplies for the Emergency Hospital at Coney Island, which were incorporated in the estimate for the General Supply Account and General Rent Account, and were allowed.

The item for additional help necessary at this Hospital was incorporated in the Kings County Hospital Salary Account, which made a part of the general salary estimate, it being intended to detail the additional help from the Kings County to the Emergency Hospital at Coney Island, as required. No allowance was made by the Board of Estimate for this item, and it is absolutely impossible to spare any of the present employees from Kings County for that purpose, as we are already much crippled for want of sufficient help.

I would respectfully recommend that application be made immediately for the following items, so that the Coney Island Hospital may be organized early enough this season to prevent the serious conditions occurring in previous years:

	Per month.
1 Supervising Nurse.....	\$50 00
5 Pupil Nurses, \$10 each.....	50 00
3 Orderlies, \$30 each.....	90 00
1 Cook.....	30 00
1 Assistant Cook.....	20 00
1 Landress.....	20 00
1 Chambermaid.....	20 00
1 Waitress.....	20 00
1 Ambulance Driver.....	50 00
5 Helpers, each \$20.....	100 00
Total.....	\$470 00
8 months.....	\$3,760 00

I would respectfully recommend that this amount be added to the General Hospital Salary Account to avoid an additional account, and to avoid also an additional pay-roll, and to permit detailing of the older employees at the Coney Island Hospital.

Respectfully yours,

(Signed) J. T. DURYEA, General Medical Superintendent.

DEPARTMENT OF PUBLIC CHARITIES, BOROUGH OF BROOKLYN AND QUEENS,  
Nos. 126 AND 128 LIVINGSTON STREET—BOROUGH OF BROOKLYN,  
NEW YORK CITY, April 16, 1901.

Mr. CHARLES V. ADEE, Clerk, Board of Estimate and Apportionment, Stewart Building, New York City:

DEAR SIR—By direction of the Commissioner of Public Charities for the boroughs of Brooklyn and Queens, I return herewith papers in the matter of the application for appropriation for the Twenty-sixth Ward Hospital.

The Commissioner requests that you will bring the matter to the attention of the Board at an early date.

Respectfully,

BERNARD LAMB, Chief Clerk.



DEPARTMENT OF PUBLIC CHARITIES—BOROUGH OF BROOKLYN AND QUEENS,  
Nos. 126 AND 128 LIVINGSTON STREET, BOROUGH OF BROOKLYN,  
NEW YORK CITY, November 9, 1900.

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

GENTLEMEN—I transmit herewith an estimate for repairs, improvements, equipment, etc., necessary for the proper conduct of the Twenty-sixth Ward Hospital as an Emergency Hospital, together with the estimated cost of maintenance for one year, submitted by Dr. J. T. Duryea, General Medical Superintendent of the Kings County Hospital, and would respectfully request that the same receive your immediate attention:

Steam heat.....	\$1,500 00
Stable (brick).....	4,000 00
Painting and incidental repairs.....	1,500 00
Furniture, surgical instruments, etc.....	2,500 00
Horse, harness, ambulance, etc.....	1,200 00

Total.....\$10,700 00

MAINTENANCE.

Salaries—	
1 Supervising Nurse.....	\$600 00
1 Head Nurse.....	420 00
5 Pupils Nurses, at \$10 per month.....	600 00
1 Cook.....	300 00
1 Laundress.....	260 00

Salaries—	
1 Driver.....	\$480 00
1 Watchman.....	480 00

Supplies.....\$3,140 00

Total Maintenance.....\$5,640 00

20 patients, 365 days (7,300 days) per diem.....77026

RECAPITULATION.

Repairs, Improvements, Equipment, etc.....\$10,700 00

Maintenance for one year.....5,640 00

\$16,340 00

Respectfully,

A. H. GOETTING,

Commissioner Public Charities for the Boroughs of Brooklyn and Queens.

CITY OF NEW YORK,

DEPARTMENT OF FINANCE—COMPTROLLER'S OFFICE,  
November 27, 1900.

Hon. BIRD S. COLER, Comptroller:

SIR—By communication dated November 9, 1900, Hon. A. H. Goetting, Commissioner, Department of Public Charities, for the boroughs of Brooklyn and Queens, transmits to the Board of Estimate and Apportionment an estimate for repairs, improvements, equipments, etc., necessary for the proper conduct of the Twenty-sixth Ward Hospital as an Emergency Hospital, together with the estimated cost of maintenance for one year, and respectfully requests that the same receive immediate attention:

Steam heat.....	\$1,500 00
Stable (brick).....	4,000 00
Painting and incidental repairs.....	1,500 00
Furniture, surgical instruments, etc.....	2,500 00
Horse, harness, ambulance, etc.....	1,200 00

Total.....\$10,700 00

MAINTENANCE.

Salaries—	
1 Supervising Nurse.....	\$600 00
1 Head Nurse.....	420 00
5 Pupils Nurses at \$10 a month.....	600 00
1 Cook.....	300 00
1 Laundress.....	260 00

Salaries—	
1 Driver.....	480 00
1 Watchman.....	480 00

Supplies.....\$3,140 00

Total.....\$5,640 00

20 Patients, 365 days (7,300 days), per diem.....77026

RECAPITULATION.

Repairs, improvements, equipments, etc.....\$10,700 00

Maintenance for one year.....5,640 00

\$16,340 00

—would report:

The premises in question, consisting of a two-story and basement brick building (35 feet by 40 feet) on a lot 70 feet by 100 feet, on the east side of Bradford street, Borough of Brooklyn, 185 feet north of Atlantic avenue, was leased by the Comptroller in pursuance to resolutions of the Commissioners of the Sinking Fund of December 21, 1898, and January 20, 1899, to the Twenty-sixth Ward Homeopathic Dispensary for a term of ten (10) years from February 15, 1898, at an annual rental of \$250. The lease has never been signed by the Directors of the Twenty-sixth Ward Homeopathic Dispensary, although notices have been sent to execute the same; they have paid \$375, being the rent from February 15, 1899, to August 15, 1900.

A number of improvements and repairs have been made to the building by the Dispensary. The first and second floors have been divided into rooms; new stairs from first to second floor and from first floor to basement; a dumb-waiter from basement to second floor; new plumbing put in the building; water-closets, wash-basins and baths; a kitchen in basement with new range, boiler and sink, and the hot-air furnace in basement put in good condition; the old privy in the yard has been changed into a Morgue.

In view of the fact that this property is under lease for a term of ten years from February 15, 1899, to the Twenty-sixth Ward Homeopathic Dispensary, some action by the Commissioners of the Sinking Fund is necessary before it can be turned over to the Department of Charities.

To effect this the Twenty-sixth Ward Homeopathic Dispensary should apply to the Commissioners of the Sinking Fund for leave to surrender the existing lease, which being approved by the Commissioners of the Sinking Fund, the premises can then be properly assigned to the Department of Charities for its use.

The repairs, improvements, equipments, etc., necessary for an Emergency Hospital (provided the premises are assigned to the Department of Charities) are given as follows:

(a) Steam Heat, \$1,500—The present hot-air furnace in cellar will heat the building, but Dr. J. T. Duryea, General Medical Superintendent of Kings County Hospital, claims that a hot-air furnace is not suitable for a hospital. Steam heat is better and more economical to run, and would be a decided improvement. The estimate for the work, \$1,500, I think is full but not excessive.

(b) Stable (brick), \$4,000—To run an Emergency Hospital it is necessary to have horses, ambulances, etc.; there are no accommodations on the premises for these, so it will be necessary to build a stable or rent quarters in a neighboring stable. The estimate, \$4,000, for a brick stable, I consider high; \$3,200 will be sufficient to build a stable, two stories high, 25 feet by 30 feet, to accommodate three horses and two wagons on the first floor, and a loft above for storage and sleeping apartments for stablemen.

(c) Painting and Incidental Repairs, \$1,500—The building is in a fair condition inside and out, but a storm-door in front and rear I would advise be constructed; some of the plaster needs repairing; and I would also recommend one coat of paint on the entire inside; some of the window frames and sashes should be repaired and all painted two coats. The estimate, \$1,500, for repairs, etc., I consider high; \$900, in my opinion, will be ample to put the building in a first-class condition.

(d) Furniture, Surgical Instruments, etc., \$2,500—I do not know the details of this item, but I am informed that this amount will fully equip the building with new furniture, etc.

(e) Horse, Harness, Ambulance, etc., \$1,200—To purchase two horses, one set of harness, one ambulance and equip the stable, I would estimate the cost at about \$750.

RECAPITULATION.

(a) Steam heat.....	\$1,500 00
(b) Stable (brick).....	4,000 00
(c) Painting and incidental repairs.....	1,500 00
(d) Furniture, surgical instruments, etc.....	2,500 00
(e) Horse, harness, ambulance, etc.....	1,200 00
Total.....	\$8,850 00

The estimate for \$5,640 for maintenance, appears to be reasonable.

Respectfully,

EUG. E. McLEAN, Engineer.

FRANK J. GOODWIN, CONRAD H. HESTER, JOSEPH F. O'GRADY, ADAM H. LEIGH and HENRY FRENCH, Committee on Finance.

The Chairman pro tem put the question whether the Council would agree to accept said report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—The Vice-Chairman, Councilmen Bodine, Cassidy, Conly, Doyle, Ebbets, Foley, Francisco, French, Goodwin, Hart, Hester, Hottenroth, Hyland, Leich, McGarry, Munsdorf, Murphy, O'Grady, Owens, Ryder, Van Nostrand, Williams and Wise—24.

At this point the Vice-Chairman resumed the chair.

SPECIAL ORDERS.

No. 776.

DEPARTMENT OF BRIDGES—CITY OF NEW YORK.

COMMISSIONER'S OFFICE, PARK ROW BUILDING, MANHATTAN,

NEW YORK CITY, N. Y., May 13, 1901.

Hon. JOHN T. McCALL:

SIR—I inclose herewith proposed ordinance for wiring and electric lighting the draw span and approaches of the City Island Bridges, and respectfully request that you introduce the same at the next meeting of the Board of Aldermen.

The bridge is now being built by John F. O'Rourke under contract executed by me December 13, 1898. The plans and specifications which were approved by the Board of Estimate December 2, 1897, provide for lighting the bridge and approaches with gas. I find that there is no means of supplying gas to the bridge and approaches without laying a pipe line over three miles long to connect with a street main at an estimated cost of \$5,000.

The cost of the work mentioned in the ordinance, \$9,074.19, is reduced \$1,850 by abandoning so much of the cost under the contract provided for the gas-light system so that the apparent excess of cost of the electric lighting over the gas system is \$7,214.19, which taken with the cost of the pipe-line, \$5,000, makes the total saving \$6,860, so that the actual cost to the City by reason of this change is but \$2,214.19. This I think is a moderate sum to pay for a modern, efficient and satisfactory lighting system for an important bridge. This matter has been carefully investigated by the Chief Engineer and Consulting Engineer of this Department, who find that the estimated cost is reasonable. Of course, we must have the estimated cost of the electric system provided for in the ordinance as I have furnished it, the savings that I have mentioned being a reduction in the estimates of the work that is done on the bridge and approaches. This work is now nearly completed and the contract that I desire to make under the authority of the Municipal Assembly should be authorized at an early date as the final certificate for the work cannot be made up until this work is completed.

Respectfully,

JOHN L. SHEA, Commissioner of Bridges.

AN ORDINANCE authorizing the Commissioner of Bridges to contract, without public letting, for the wiring and electric lighting on the draw-span and approaches of the City Island Bridge.

Be it Enacted by the Municipal Assembly of The City of New York, as follows:

The Commissioner of Bridges of The City of New York is authorized to contract, without public letting, with John F. O'Rourke, assignee of Stevens & O'Rourke, the contractor for constructing a bridge and its approaches with a draw-span and crib-fender, between Pelham Bay Park and City Island, in the Twenty-fourth Ward of the City of New York, under contract dated December 13, 1898, executed in pursuance of chapter 638, Laws of 1894, as amended by chapter 507, Laws of 1896, for additional work of wiring and electric lighting in place of the gas-lighting system provided for in the contract on the draw-span and approaches, according to the specifications approved by the Board of Estimate and Apportionment May 6, 1901, at an estimated cost of nine thousand and seventy-four dollars and nineteen cents (\$9,074.19), to be paid from funds provided by the sale of bonds pursuant to said act as amended.

The Vice-Chairman put the question whether the Council would agree to adopt said ordinance.

Which was decided in the affirmative by the following vote:

Affirmative—The Vice-Chairman, Councilmen Bodine, Cassidy, Conly, Doyle, Ebbets, Foley, Francisco, French, Goodwin, Hart, Hester, Hottenroth, Leich, McGarry, Murphy, O'Grady, Owens, Ryder, Van Nostrand, Williams and Wise—22.

REPORTS OF STANDING COMMITTEES RESUMED.

Report of the Committee on Law Department—

No. 755.

The Committee on Law Department, to whom was recommended the annexed preamble and resolutions in favor of providing for an inquiry into franchises affecting the Borough of The Bronx (page 1300, Minutes, May 14, 1901), respectfully

REPORT:

That, having examined the subject, they believe the proposed inquiry to be necessary, and that a special committee be appointed as provided in the accompanying resolution to conduct such investigation.

They therefore recommend that the said preamble and resolutions, as amended, be adopted. Whereas, The municipal authorities, the Mayor, Aldermen and Commonality of The City of New York, Rapid Transit Commissioners and other lawful authorities and the authorities representing the former towns or villages east of the Bronx river, have during the last thirty years granted valuable franchises for the construction, maintenance and operation of railroads or railways in various sections of the part of New York City now known as the Borough of The Bronx;

Whereas, Said grants were made subject to terms, conditions, provisions and limitations in said grants contained or referred to, or pursuant to the general provisions of law in such cases made and provided; and

Whereas, The official records of many of said grants are scattered among the archives of such city, towns or villages existing at the dates of such grants;

Whereas, In many instances such terms, provisions, conditions and limitations have been wholly ignored or only partly complied with; and

Whereas, Many of said grants are wholly or partly waived or forfeited; and

Whereas, It is at present almost impossible to locate or determine the routes, nature or extent of the territory covered or affected thereby; and

Whereas, The interests of the City will be subserved by a careful and systematic investigation of said grants and the records thereof, to determine their exact extent, location and validity; and

Whereas, It is the duty of the Municipal Assembly to see to the faithful execution of the laws and ordinances of the city, as required by section 44 of the "Greater New York Charter";

Now, therefore, in pursuance of the provisions of section 44 of the "Greater New York Charter," and in compliance with the provisions of law in such cases made and provided, be it

Resolved, That a committee of seven members of the Municipal Assembly and four from the Board of Aldermen [the members of the Municipal Assembly residing in the Borough of The Bronx be and they hereby are] be appointed by the President of the Council and the President of the Board of Aldermen a special committee to inquire whether the laws and ordinances of the city relating to said railroads or railways grants, or the terms, conditions, provisions and limitations in said grants contained, have been, or are being faithfully observed or complied with, and to take such testimony or evidence as to the granting, constructing or operating thereof, or failure thereof, as they shall deem advisable, with power to make such investigations and recommendations in the premises as they shall deem proper; and, further, be it

Resolved, That said committee be and it hereby is authorized to employ one or more stenographers and such other assistants as it may deem necessary for the proper conduct of the investigation herein directed; and it shall have the power to compel the production before it of any books and records, letters or documentary evidence of any character which in the judgment of the committee pertains to any matter or thing under investigation, and wherever found, and also to compel the attendance of any witness, such production of document or attendance of witness to be required by subpoena, signed by the chairman of the committee or acting chairman. Said committee may hold its meetings in any and all boroughs in the city. Any member or members of the committee, clerk or clerks, shall have access at all times during the life of the committee to all books, records, papers and other documents on file in the office of the various departments of said city and boroughs and the various subdivisions thereof throughout said city and boroughs; said committee shall exercise and enjoy all the powers, privileges and authority of a legislative committee, with full power to enforce its directions and mandates; and further

Resolved, That the Sergeant-at-Arms of the Council shall attend said committee, and shall



serve or cause to be served all subpoenas issued by the committee, and perform all duties as Sergeant-at-Arms required by the committee.

Resolved, That the said Special Committee be and it hereby is directed to report back to the Municipal Assembly within three months after its appointment.

Resolved, That in the first resolution the word "the members of the Municipal Assembly residing in the Borough of the Bronx be and they hereby are" be omitted and that the words "a committee of seven members from the Municipal Assembly be" be substituted therefor; also, that after the word "appointed" there be inserted the words "By the President of the Council and the President of the Board of Aldermen."

And at the end of the said resolutions add the following:

Resolved, That the said Special Committee be and it hereby is directed to report back to the Municipal Assembly within three months after its appointment.

ADOLPH C. HOTTENROTH, FRANK J. GOODWIN, CHARLES H. EBBETS, BENJAMIN J. BODINE, Committee on Law Department.

THE CITY OF NEW YORK—LOCAL BOARDS,  
TWENTY-FIRST AND TWENTY-SECOND DISTRICTS,  
MUNICIPAL BUILDING, CROTONA PARK, BOROUGH OF THE BRONX,  
NEW YORK, April 25, 1901.

Hon. RANDOLPH GUGENHEIMER, President, the Council, Municipal Assembly of The City of New York:

DEAR SIR—The representatives of the Borough of The Bronx (Local Boards, Twenty-first and Twenty-second Districts), to whom was referred the communication of the City Clerk dated March 28, 1901, in relation to franchises held by corporations affecting the territory now included in the Borough of The Bronx, respectfully report that they have made a partial investigation of the subject-matter thereof and they believe a thorough inquiry of the matters affected thereby is desirable, but their powers are too limited. They therefore request the adoption of the following preamble and resolutions by the Municipal Assembly.

Respectfully submitted,

MICHAEL J. GARVIN, Secretary.

The Vice-Chairman put the question whether the Council would agree to accept said report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—The Vice-Chairman, Councilmen Bodine, Cassidy, Conly, Doyle, Ebbets, Foley, Francisco, French, Goodwin, Hart, Hottenroth, Hyland, Leich, McGarry, Mundorf, Murphy, O'Grady, Owens, Ryder, Van Nostrand, and Wise—22.

Report of the Committee on Water Supply—

No. 825.

The Committee on Water Supply, to whom was referred the annexed ordinance in favor of laying water-mains in Jerome and Lafayette avenues, Borough of The Bronx (page 1297, Minutes, May 14, 1901), respectfully

REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said ordinance be adopted.

AN ORDINANCE to provide for water-mains in Jerome and Lafayette avenues, Borough of The Bronx.

Be it Ordained by the Municipal Assembly of The City of New York, as follows:

That, in pursuance of section 413 of the greater New York Charter, the following resolution of the Board of Public Improvements, adopted by that Board on the 8th day of May, 1901, be and the same hereby is approved, and the public work or improvement therein provided for is hereby authorized, viz.:

Resolved, by the Board of Public Improvements, That, in pursuance of section 413 of the Greater New York Charter, the laying of water-mains in Jerome avenue, between Tremont avenue and One Hundred and Seventy-sixth street, and in Lafayette avenue, between Hunt's Point road and Tiffany street, Borough of The Bronx, and the making of a contract or contracts for the same by the Commissioner of Water Supply, be and the same is hereby authorized and approved, the cost of said public work or improvement to be paid for from the appropriation for "Laying Croton Pipes, boroughs of Manhattan and The Bronx," for 1901.

THOMAS F. FOLEY, EUGENE A. WISE, JOSEPH F. O'GRADY, WILLIAM A. DOYLE, HARRY C. HART, FRANCIS F. WILLIAMS, ADOLPH C. HOTTENROTH, Committee on Water Supply.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK,  
NO. 21 PARK ROW, BOROUGH OF MANHATTAN,  
NEW YORK, May 11, 1901.

To the Honorable the Municipal Assembly of The City of New York:

SIR—I inclose herewith, for the action of your Honorable Body, a form of ordinance approved by this Board at the meeting held on the 8th instant providing for the laying of water-mains in Jerome avenue, between Tremont avenue and One Hundred and Seventy-sixth street, and in Lafayette avenue, between Hunt's Point road and Tiffany street, Borough of The Bronx.

The laying of these mains is recommended by the Commissioner of Water Supply, who states that there are 13 houses on Jerome avenue and a convent on Lafayette avenue requiring water supply and fire protection. The estimated cost is \$5,100.

Respectfully,

JOHN H. MOONEY, Secretary.

The Vice-Chairman put the question whether the Council would agree to accept said report and adopt said ordinance.

Which was decided in the affirmative by the following vote:

Affirmative—The Vice-Chairman, Councilmen Bodine, Cassidy, Conly, Doyle, Ebbets, Foley, Francisco, French, Goodwin, Hart, Hester, Hottenroth, Hyland, Leich, McGarry, Mundorf, Murphy, O'Grady, Owens, Ryder, Van Nostrand, Williams, and Wise—24.

COMMUNICATIONS RESUMED.

The Vice-Chairman laid before the Council the following communications from the Board of Aldermen:

No. 845.

The Committee on Bridges and Tunnels, to whom was recommitted on January 8, 1901 (Minutes, page ), the annexed ordinance in favor of authorizing the Commissioners of Bridges to enter into a contract without public letting for additional work on the Willis Avenue Bridge, respectfully

REPORT:

That, having examined the subject, they believe the proposed work cannot be done except in connection with the general of construction, and by the contractor whose contract covers the whole structure.

They therefore recommend that the said ordinance be adopted.

WILLIAM F. SCHNEIDER, JR., HENRY GEIGER, EMIL NEUFELD, FRANCIS J. BYRNE, Committee on Bridges and Tunnels.

The Committee on Bridges and Tunnels, to whom was recommitted on September 18, 1900 (Minutes, page ), the annexed ordinance in favor of authorizing the Commissioner of Bridges to contract without public letting for the construction of a bridge over the Harlem river, respectfully

REPORT:

That, having again examined the subject, they believe the proposed authorization to be necessary.

They therefore recommend that the said ordinance be adopted.

WILLIAM F. SCHNEIDER, JR., ROBERT F. DOWNING, HENRY GEIGER, FRANCIS J. BYRNE, Committee on Bridges and Tunnels.

(Papers referred to in preceding Reports.)

The Committee on Bridges and Tunnels, to whom was referred on July 31, 1900 (Minutes, page ), the annexed ordinance in favor of authorizing the Commissioner of Bridges to contract without public letting for construction of bridge over the Harlem river, between First and Willis avenues, respectfully

REPORT:

That, having examined the subject, they recommend that the said ordinance be adopted.

AN ORDINANCE authorizing the Commissioner of Bridges to contract, without public letting, for the construction of the bridge over the Harlem river, between One Hundred and Twenty-fifth street and First avenue and One Hundred and Thirty-fourth street and Willis avenue.

Be it Ordained by the Municipal Assembly of The City of New York, as follows:

The Commissioner of Bridges of The City of New York is authorized to contract without public letting with John C. Rodgers, the contractor, for constructing the bridge over the Harlem river, between One Hundred and Twenty-fifth street and First avenue and One Hundred and Thirty-fourth street and Willis avenue, under contract dated October 8, 1897, executed in pursuance of chapter 147, Laws of 1894, for additional work and materials necessary to complete said bridge according to plans and specifications approved by the Board of Estimate and Apportionment July 24, 1900, at an expense not to exceed nineteen thousand six hundred dollars, to be paid from the funds provided by the sale of bonds pursuant to said act.

WILLIAM F. SCHNEIDER, JR., HENRY GEIGER, ROBERT F. DOWNING, FRANCIS J. BYRNE, BERNARD SCHMITT, EMIL NEUFELD, Committee on Bridges and Tunnels.

DEPARTMENT OF BRIDGES—CITY OF NEW YORK,  
COMMISSIONER'S OFFICE, PARK ROW BUILDING, MANHATTAN,  
NEW YORK CITY, N. Y., July 30, 1900.

To the Honorable the Municipal Assembly:

GENTLEMEN—The Honorable Board of Estimate and Apportionment on July 24, 1900, passed a resolution, as provided for in chapter 147, Laws of 1894, approving plans and specifications for certain additional work on the bridge over Harlem river, between First and Willis avenues, at a cost not to exceed \$19,600, and also authorizing the Comptroller, with the consent of the Municipal Assembly, to issue Corporate Stock of The City of New York to the amount of \$182,155.17 for the completion of said bridge. This sum of \$182,155.17, which includes the \$19,600 mentioned above, is the difference between the amount of Corporate Stock heretofore issued and the total \$2,000,000 authorized by law, and is needed to pay for the cost of land and for the construction of the bridge, which is now nearing completion.

The plans and specifications which have just been approved by the Board of Estimate and Apportionment provide for certain work not contemplated in the original contract, but which has been proved necessary by the experience of this Department, and the three items of work with the cost of each are as follows:

A. Substitution of arc for incandescent lights, furnishing boilers of increased power, and engine and dynamo of increased power.....	\$10,000 00
B. Four houses, one on each end of two rest piers, to be used, three for Bridge Tenders and one for a toilet-room.....	7,600 00
C. Additional work and material on end-lifting device.....	2,000 00
Total.....	\$19,600 00

This additional work cannot be done except in connection with the general work of construction and by the contractor whose contract covers the whole structure, without considerable extra cost to the City and serious delay and inconvenience to the public, and I therefore transmit herewith a form of ordinance, granting me the power to enter into contract with the present contractor, John C. Rodgers, for this work, without public letting, and beg that you will pass it without delay.

I also inclose a copy of the specification and form of contract. The prices therein, which are as stated above, have been reported by the Chief Engineer of this Department and the Consulting Engineer for the Willis Avenue Bridge to be just and reasonable.

Respectfully,

JOHN L. SHEA, Commissioner of Bridges.

DEPARTMENT OF BRIDGES—CITY OF NEW YORK,  
COMMISSIONER'S OFFICE, PARK ROW BUILDING, MANHATTAN,  
NEW YORK CITY, N. Y., September 21, 1900.

Hon. WILLIAM F. SCHNEIDER, JR., Chairman, Committee on Bridges and Tunnels of the Board of Aldermen:

SIR—By reference to the CITY RECORD, at page 3657, I find that the proposed ordinance authorizing the Commissioner of Bridges to contract, without public letting, for additional work on the construction of a bridge over the Harlem river between One Hundred and Twenty-fifth street and First avenue and One Hundred and Thirty-fourth street and Willis avenue, was, on motion, recommitted to the Committee on Bridges and Tunnels by the Board, at its meeting on the 18th instant, "with instructions to find out the probable cost of the proposed improvement;" and, inasmuch as this is a matter calling for immediate action, I take the liberty of sending this communication to you, to the end that the ordinance mentioned may be adopted at the earliest possible date, in the interests of the City.

The work of constructing said bridge is now progressing very rapidly toward completion, and in order that delay may be avoided it is necessary that the work for which this ordinance is intended to provide should be carried on by the contractor for constructing said bridge at the same time with the other work.

The cost of the additional work for which this ordinance provides is \$19,600. That is the sum that the contract will be made for, as shown in my communication addressed to the Municipal Assembly under date of July 30, and published in the RECORD at the page mentioned. This sum has been fixed for the three items mentioned by the Chief Engineer and Consulting Engineer of this Department, after due investigation, as shown by the Chief Engineer's report on file, from which I quote:

"The contractor, Mr. John C. Rodgers, has offered to do all of the above work at the prices I have stated, according to our plans and specifications, and his letters to that effect are on file in this Department. I have carefully gone over the prices with Mr. Clarke, and compared them with the cost of similar work elsewhere, and believe them to be reasonable."

The plans and specifications for said work will be transmitted for examination by the Committee, if desired.

I respectfully request that the matter be disposed of by your Honorable Board at its next meeting. Any additional information or explanation that may be desired I shall be most happy to give your Committee, either in person or by representative from this office.

Respectfully,

JOHN L. SHEA, Commissioner of Bridges.

The Vice-Chairman put the question whether the Council would agree to adopt said ordinance.

Which was decided in the affirmative by the following vote:

Affirmative—The Vice-Chairman, Councilmen Bodine, Cassidy, Conly, Doyle, Ebbets, Foley, Francisco, French, Goodwin, Hart, Hester, Hottenroth, Hyland, McGarry, Mundorf, Murphy, O'Grady, Owens, Ryder, and Van Nostrand—22.

Negative—Councilman Leich—1.

No. 846.

Resolved, That permission be and the same is hereby given to Mrs. John S. Sutphen to place, erect and keep a bay-window in front of her premises on the northeast corner of Seventy-second street and Riverside Drive, in the Borough of Manhattan, the bay-window to be erected upon the Seventy-second street side of said structure, as shown upon the accompanying diagram, the work to be done at her own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

No. 847.

Resolved, That permission be and the same is hereby given to Messrs. Conran Brothers to erect, place and keep an awning of iron and steel in front of the premises Nos. 189 and 191 Fort Greene place, in the Borough of Brooklyn, provided the dimensions of said awning shall not exceed those prescribed by law, the work to be done at their own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

REPORTS OF STANDING COMMITTEES AGAIN RESUMED.

Report of the Committee on Sewers—

No. 503.

The Committee on Sewers, to whom was referred the annexed resolution of the Board of Aldermen in favor of permitting George Hillen to erect a storm-door in front of southwest corner Sixth avenue and Forty-second street, Borough of Manhattan (page 93, Minutes, April 9, 1901), respectfully

REPORT:

That, having examined the subject, they recommend that the said resolution be adopted.

Resolved, That permission be and the same is hereby given to George Hillen to place, erect and keep storm-doors in front of his premises on the southwest corner of Sixth avenue and Forty-second street, in the Borough of Manhattan, provided the dimensions of said storm-doors shall not exceed those prescribed by law, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

GEORGE H. MUNDORF, EUGENE A. WISE, JOSEPH F. O'GRADY, ADAM H. LEICH, Committee on Sewers.

Which was adopted.

Report of the Committee on Sewers—

No. 532.

The Committee on Sewers, to whom was referred the annexed resolution of the Board of Aldermen in favor of permitting Otto L. Schlobohm to keep a bootblack stand at No. 833 Sixth avenue, Borough of Manhattan (page 173, Minutes, April 16, 1901), respectfully

REPORT:

That, having examined the subject, they recommend that the said resolution be adopted.

Resolved, That permission be and the same is hereby given to the following-named persons, whose applications for stands have been indorsed by the Aldermen of the districts in which they are to be located, to erect, keep and maintain stands for the sale of newspapers, periodicals, fruit and soda water and for bootblackening purposes, within the stoop-lines, at the locations set respectively opposite their names, and in compliance with the provisions of the ordinance in such case made and provided:



By Alderman Oatman—

Boothblack Stand—Otto L. Schlobohm, No. 833 Sixth avenue, Manhattan.  
 GEORGE H. MUNDORF, EUGENE A. WISE, JOSEPH F. O'GRADY, ADAM H. LEICH, Committee on Sewers.  
 Which was adopted.

#### COMMUNICATIONS AGAIN RESUMED.

The Vice-Chairman laid before the Council the following communication from the Board of Aldermen:

No. 850.

Resolved, That permission be and the same is hereby given to Charles Ward Hall to erect a shed above the sidewalk, as shown upon the accompanying diagram, in front of the premises known as No. 140 Nassau street, and being at the corner of Nassau and Beekman streets, Borough of Manhattan, the said shed and extension being most desirable and necessary for the protection of passers-by during the reconstruction of the premises above mentioned, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

No. 851.

Resolved, That permission be and the same is hereby given to St. Nicholas Church to place and keep transparencies on the following lamp-posts in the Borough of Manhattan: Southeast corner of First avenue and Second street, southwest corner of Avenue A and Second street; the work to be done at its own expense, under the direction of the Commissioner of Highways; such permission to continue only until June 17, 1901.

Which was adopted.

No. 852.

Resolved, That permission be and the same is hereby given to Miss A. N. Smith, Directress of the Heartsease Club Reading Room, to place and keep an illuminated sign, within the stoop-line, in front of the premises No. 313 West Fifty-third street, in the Borough of Manhattan, as shown upon the accompanying diagram, provided said sign shall not project more than two feet from the house-line, the work to be done and illumination supplied at her own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

No. 853.

Resolved, That permission be and the same is hereby given to Clarke & Co. to place, erect and keep an ornamental post and clock on the sidewalk, near the curb, in front of their premises No. 781 Broadway, in the Borough of Manhattan, as shown upon the accompanying diagram, provided the dimensions of the post shall not exceed eighteen inches square at the base, and that the clock shall not exceed forty inches in diameter, and that neither said post nor clock shall be used for advertising purposes, the work to be done at their own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

No. 854.

Resolved, That permission be and the same is hereby given to A. D. Matthew's Sons to erect, place and keep an awning of iron and glass, as shown upon the accompanying diagram, in front of their premises No. 398 Fulton street, in the Borough of Brooklyn, the work to be done at their own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

No. 855.

Resolved, That permission be and the same is hereby given to Jacob Fischel to erect, keep and maintain bay-windows, as shown upon the accompanying diagram, in front of the premises to be constructed on the northwest corner of Clinton and Grand streets, in the Borough of Manhattan, the dimensions of said bay-windows not to exceed those prescribed by law, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

No. 856.

Resolved, That the City Clerk, when the compilation and revision shall have been completed by the Corporation Counsel and the same ratified by the Municipal Assembly, be and he is hereby respectfully requested to furnish the Board of City Magistrates with the necessary number of copies of the ordinances of The City of New York.

Which was adopted.

No. 857.

Resolved, That permission be and the same is hereby given to Lorenz Schneider to place and keep a watering-trough on the sidewalk, near the curb, in front of his premises No. 105 Knickerbocker avenue, in the Borough of Brooklyn, the work to be done and water supplied at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

No. 858.

Resolved, That permission be and the same is hereby given to George A. Hurd to keep and maintain a show-case, inside the stoop-line, on the Twenty-seventh street side of his building on the southwest corner of Twenty-seventh street and Sixth avenue, in the Borough of Manhattan, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

No. 859.

Resolved, That permission be and the same is hereby given to the Franklin Benevolent Association to place and keep transparencies on the following lamp-posts in the Borough of Manhattan:

Southeast corner of One Hundred and Forty-fifth street and Amsterdam avenue;  
 Northeast corner of One Hundred and Fifty-fifth street and Amsterdam avenue;  
 Southeast corner of One Hundred and Sixty-second street and Amsterdam avenue;  
 —the work to be done at its own expense, under the direction of the Commissioner of Highways; such permission to continue only for two weeks from the date of approval by his Honor the Mayor.

Which was adopted.

No. 860.

Resolved, That permission be and the same is hereby given to Andrew J. McGivney to erect and keep an awning of iron and glass in front of the premises No. 1544 Broadway, in the Borough of Manhattan, provided said awning shall be erected so as to conform in all respects with the provisions of the ordinance in such case made and provided, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was referred to Councilman Mundorf.

No. 861.

Resolved, That permission be and the same is hereby given to Thomas Connors to erect, keep and maintain a watering-trough on the sidewalk, near the curb, in front of his premises on the northeast corner of Washington and Park avenues, Borough of Brooklyn, the work to be done and water supplied at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

No. 862.

Resolved, That permission be and the same is hereby given to William E. Severs to erect, place and keep five posts, with lamps thereon, as shown upon the accompanying diagram, around his premises, No. 128 Flatbush avenue, in the Borough of Brooklyn, provided the dimensions of said posts shall not exceed eighteen inches square at the base, that the lamps be kept lighted during the same hours as the public lamps and that neither the said posts nor lamps shall be used for advertising purposes, the work to be done and gas supplied at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

No. 863.

Resolved, That permission be and the same is hereby given to the North Side Board of Trade to place, erect and keep a reviewing stand in front of No. 278 Alexander avenue, in the Borough of The Bronx, for the purpose of reviewing the May Walk of the Sunday School Association of The Bronx, on Friday, May 24, 1901, provided that the said North Side Board of Trade shall remove the said reviewing stand within twenty-four hours after said parade and maintain a free passageway for pedestrians on said thoroughfare, the work to be done at their own expense, under the direction of the Commissioner of Highways; such permission to continue only for the day and date mentioned.

Which was adopted.

No. 864.

Resolved, That permission be and the same is hereby given to Dennis F. Costello to erect, place and keep a storm-door, as shown upon the accompanying diagram, in front of his premises on the northeast corner of One Hundred and Eighteenth street and Lexington avenue, in the Borough of Manhattan, provided said storm-door shall be erected so as to conform in all respects with the provisions of the ordinance in such case made and provided, the work to be done at his

own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

No. 865.

Resolved, That permission be and the same is hereby given to Whalen Brothers to erect show windows, as shown upon the accompanying diagrams, in front of their premises on the northeast corner of Driggs avenue and Grand street, Borough of Brooklyn, the work to be done at their own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

No. 866.

Resolved, That permission be and the same is hereby given to Charles Johnson to erect, keep and maintain a watering-trough on the sidewalk, near the curb, in front of his premises on the east corner of Fourth avenue and Ninety-second street, Borough of Brooklyn, the work to be done and water supplied at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

No. 867.

Resolved, That permission be and the same is hereby given to Frank P. Gerwin to place and keep a watering-trough on the sidewalk, near the curb, in front of his premises No. 986 Brook avenue, in the Borough of The Bronx, the work to be done and water supplied at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

No. 868.

Resolved, That permission be and the same is hereby given to Peter Sexton to place, erect and keep a retaining-wall, within the stoop-line, in front of his premises, No. 1728 Washington avenue, in the Borough of The Bronx, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

No. 869.

Resolved, That permission be and the same is hereby given to M. Hemler to place and keep a watering-trough on the sidewalk, near the curb, in front of his premises on the corner of One Hundred and Sixty-ninth street and Prospect avenue, in the Borough of The Bronx, the work to be done and water supplied at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

No. 870.

Resolved, That the Commissioner of Water Supply be and he is hereby requested to cause the removal of the improved iron drinking-fountain now in front of No. 747 Tremont avenue to a point on the sidewalk, near the curb, in front of No. 761 Tremont avenue, in the Borough of The Bronx.

Which was adopted.

No. 871.

Resolved, That permission be and the same is hereby given to Adam Nimphius to place, erect and keep a post, surmounted by a horseshoe, on the sidewalk, near the curb, in front of his premises No. 614 East One Hundred and Forty-ninth street, in the Borough of The Bronx, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

No. 872.

Resolved, That permission be and the same is hereby given to Mirasol Brothers to place and keep a barber's pole, within the stoop-line, in front of their premises No. 652 Columbus avenue, in the Borough of Manhattan, provided the said barber's pole shall be placed so as to conform in all respects with the provisions of the ordinance in such case made and provided, the work to be done at their own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

No. 873.

Resolved, That permission be and the same is hereby given to the Chelsea Benevolent Union to place and keep transparencies on the following lamp-posts in the Borough of Manhattan:  
 Northwest corner of Forty-third street and Eighth avenue;  
 Southeast corner of Thirty-fifth street and Eighth avenue;  
 Northwest corner of Twenty-second street and Eighth avenue;  
 Northeast corner of Fourteenth street and Eighth avenue;  
 —the work to be done at their own expense, under the direction of the Commissioner of Highways; such permission to continue only from June 15, 1901, to July 4, 1901.

Which was adopted.

No. 874.

Resolved, That permission be and the same is hereby given to Gustave Schmidt to move a house from the east side of Georgia avenue, one hundred feet north of Glenmore avenue, to the south side of Glenmore avenue, twenty-five feet east of Van Sicken avenue, in the Borough of Brooklyn, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

No. 875.

Resolved, That the Board of Public Improvements be and it is hereby respectfully requested to transmit to the Municipal Assembly an amendment to the ordinance regulating the rate of water rents in The City of New York, whereby no structure or out-building, except a stable or a dwelling, shall be subject to water tax, unless said structure or out-building is of the value of one hundred dollars or over, instead of fifty dollars as at present.

Which was adopted.

No. 876.

Resolved, That permission be and the same is hereby given to the Protestant Episcopal Mission Society to place, erect and keep an ice-water drinking-fountain on the sidewalk, near the curb, in front of their premises No. 21 Coenties Slip, in the Borough of Manhattan, the work to be done and ice and water supplied at their own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

Which was adopted.

#### SPECIAL ORDERS RESUMED.

No. 169.—(S. R. 34.)

The Committee on Finance, to whom was referred the annexed resolution in favor of authorizing the purchase, without contract at public letting, of typewriting machines, etc., for the use of the Municipal Courts of The City of New York (page 347; Minutes, February 5, 1901), respectfully

#### REPORT:

That, having examined the subject, they recommend that the said resolution be adopted.

Resolved, That there be purchased without contract at public letting, as provided by section 419, chapter 378, Laws 1897, for the Municipal Courts of The City of New York, fourteen typewriting machines, ten cabinets, special drop, fourteen revolving chairs and six oak stands, at a cost of sixteen hundred and seventy-six dollars and fifty cents; that said costs be charged to the appropriation for the year 1900, entitled "Contingencies to be Certified to the Comptroller by the President of the Board of Justices, Municipal Courts," and that the same be paid therefrom by the Comptroller of The City of New York on a voucher or vouchers duly certified by the President of the Board of Justices of said Municipal Courts of The City of New York.

FRANK J. GOODWIN, HENRY FRENCH, JOSEPH F. O'GRADY, CONRAD H. HESTER, Committee on Finance.

The Vice-President put the question whether the Council would agree to accept said report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—The Vice-Chairman, Councilmen Bodine, Cassidy, Conly, Doyle, Foley, Francisco, French, Goodwin, Hart, Hester, Hottenroth, Leich, McGarry, Mundorf, Murphy, O'Grady, Owens, Ryder, Van Nostrand, Williams, and Wise—22.

No. 137.—(S. R. 48.)

The Committee on Streets and Highways, to whom was referred the annexed resolution of the Board of Aldermen in favor of permitting Jacob Sarben to keep a stand at No. 762 Seventh avenue, Borough of Manhattan (page 331; Minutes, February 5, 1901), respectfully

#### REPORT:

That, having examined the subject, they recommend that the said resolution be adopted.

Resolved, That permission be and the same is hereby given to the following-named persons, whose applications for stands have been indorsed by the Aldermen of the districts in which they are to be located, to erect, keep and maintain stands for the sale of newspapers, periodicals, fruit and soda water and for boothblackening purposes, within the stoop-lines, at the locations set respectively opposite their names, and in compliance with the provisions of the ordinance in such case made and provided:

By Alderman Oatman—

Soda-water Stand—Jacob Sarben, No. 762 Seventh avenue, Manhattan.

JOHN J. MURPHY, MARTIN ENGEL, HENRY FRENCH, CHARLES H. FRANCISCO, Committee on Streets and Highways.

Which was adopted.



No. 80.—(S. R. 45.)

The Committee on Streets and Highways, to whom was referred the annexed ordinance in favor of regulating, etc., Folsom place, Borough of Brooklyn (page 246, Minutes, January 15, 1901), respectfully

## REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said ordinance be adopted.

AN ORDINANCE to regulate Folsom place, Borough of Brooklyn.

Be it Ordained by the Municipal Assembly of The City of New York, as follows:

That, in pursuance of sections 413 and 422 of the Greater New York Charter, the following resolution of the Board of Public Improvements, adopted by that Board on the 9th day of January, 1901, be and the same hereby is approved, and the public work or improvement therein provided for is hereby authorized, and it is hereby determined that the cost and expense thereof shall be borne and paid as therein provided; namely,

Resolved, by the Board of Public Improvements, That, in pursuance of sections 413 and 422 of the Greater New York Charter, the regulating and grading of Folsom place, between Linwood street and Essex street, in the Borough of Brooklyn, and the setting or resetting of the curb, flagging or reflagging of the sidewalks on said street where not already done, and the paving of the carriage-way of said street with asphalt pavement on a concrete foundation, with a five (5) years' guarantee of maintenance from the contractor, under the direction of the Commissioner of Highways, be and the same hereby is authorized and approved, there having been presented to said Board an estimate in writing, in such detail as the said Board has directed, of the cost of the proposed work or improvement, and a statement of the assessed value, according to the last preceding tax-roll, of the real estate included within the probable area of assessment, the estimated cost of said work being three thousand six hundred dollars. The said assessed value of the real estate included within the probable area of assessment is twenty thousand dollars.

And the said Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but the whole of such cost and expense shall be assessed upon the property deemed to be benefited thereby.

JOHN J. MURPHY, HENRY FRENCH, CHARLES H. FRANCISCO, MARTIN ENGEL, Committee on Streets and Highways.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK,  
No. 21 PARK ROW, BOROUGH OF MANHATTAN,  
New York, January 15, 1901.

To the Honorable the Municipal Assembly of The City of New York:

GENTLEMEN—I enclose herewith, for the action of your Honorable Body, a form of ordinance adopted by this Board on the 9th day of January, 1901, in relation to the regulating, grading, etc., of Folsom place, between Linwood street and Essex street, in the Borough of Brooklyn.

I also inclose copy of a resolution of the Local Board recommending the above improvement.

Very respectfully,

JOHN H. MOONEY, Secretary.

BOROUGH OF BROOKLYN, October 12, 1900.

## Board of Public Improvements:

GENTLEMEN—The Local Board of the Ninth District, Borough of Brooklyn, after hearing had at a meeting held on October 6, 1900, duly advertised, adopted the following:

"Resolved, That the Local Board of the Ninth District, Borough of Brooklyn, after hearing had this 6th day of October, 1900, and deeming it for the public interest so to do, hereby recommends to the Board of Public Improvements of The City of New York that proceedings be initiated to regulate, grade and pave Folsom place with asphalt pavement, between Linwood street and Essex street, in the Borough of Brooklyn, and to set or reset and flag or reflag sidewalks of said street where not already done."

Inclosed are the following:

Copy of petition.

Copy of report from the Department of Highways.

Yours truly,

EDWARD M. GROUT, President of the Borough.

The Vice-Chairman put the question whether the Council would agree to accept said report and adopt said ordinance.

Which was decided in the negative by the following vote:

Affirmative—The Vice-Chairman, Councilmen Bodine, Cassidy, Conly, Doyle, Ebbets, Foley, French, Goodwin, Hester, Hottenroth, Leich, Mandorf, Murphy, O'Grady, Ryder, Van Nostrand, Williams, and Wise—20.

Councilman French moved that the vote by which the above ordinance was lost be reconsidered.

Which was adopted.

Councilman French then moved that the matter retain its place on the list of special orders.

Which was adopted.

## MOTIONS AND RESOLUTIONS RESUMED.

Councilman Doyle moved that the Council do now adjourn.

The Vice-Chairman put the question whether the Council would agree to adopt said motion.

Which was decided in the affirmative by the following vote:

Affirmative—Councilmen Cassidy, Conly, Doyle, Ebbets, Foley, Leich, Murphy, O'Grady, Van Nostrand, and Williams—10.

Negative—Councilmen Bodine, Goodwin, Hester, Hottenroth, Owens, and Wise—6.

And the Vice-Chairman declared that the Council stood adjourned until Tuesday, May 28, 1901, at 8 o'clock P. M.

P. J. SCULLY, City Clerk.

## BOARD OF ALDERMEN.

## STATED MEETING.

TUESDAY, May 21, 1901,  
1 o'clock P. M.

The Board met in the Aldermanic Chamber, City Hall.

## PRESENT:

## ALDERMEN

Thomas F. Woods,  
President.  
John T. McCull,  
Vice-President.  
Charles Alt,  
James J. Bridges,  
George A. Burrell,  
Francis J. Byrne,  
Louis F. Cardani,  
John V. Coggey,  
Jeremiah Cronin,  
Charles W. Cullin,  
William H. C. Delano,  
John Diemer,  
Frank L. Dowling,  
Robert F. Downing,  
Joseph A. Flinn,  
James E. Gaffney,  
Henry Geiger,

Joseph Geiser,  
Elias Goodman,  
Frank Hennessy,  
Peter Holler,  
David M. Holmes,  
William Keegan,  
Patrick S. Keely,  
Michael Kennedy,  
Francis P. Kenney,  
Michael Ledwith,  
Isaac Marks,  
Armitage Mathews,  
Thomas F. McCaul,  
Edward F. McEneaney,  
Lawrence W. McGrath,  
James H. McInnes,  
Stephen W. McKeever,  
John T. McMahon,  
Charles Metzger,

Robert Muh,  
Owen J. Murphy,  
Joseph Oatman,  
Luke Otten,  
Herbert Parsons,  
Henry J. Rottmann,  
Bernard Schmitt,  
William F. Schneider, Jr.,  
Ernest A. Seebeck, Jr.,  
James J. Smith,  
John J. Twomey,  
John J. Vaughan, Jr.,  
Jacob J. Velten,  
Alexander F. Wacker,  
Moses J. Wafer,  
Joseph E. Welling,  
William Wentz,  
John Wirth,  
Henry W. Wolf.

The Clerk proceeded to read the minutes.

Alderman Schneider moved that a further reading of the minutes be dispensed with and that they be approved as printed.

The President put the question whether the Board would agree with said motion.

Which was decided in the affirmative.

## COMMUNICATIONS FROM THE COUNCIL.

The President laid before the Board the following communication from the City Clerk:

No. 2889.

THE CITY OF NEW YORK,  
OFFICE OF THE CITY CLERK, CITY HALL,  
New York, May 16, 1901.

MICHAEL F. BLAKE, Esq., Clerk to the Board of Aldermen:

SIR—I have the honor to transmit herewith documents relative to matters which were adopted by the Council at their meeting on Tuesday, May 14, 1901, as scheduled below:

Int. Nos. 373, 741, 804, 805, 806, 811, 813.

Very respectfully,

P. J. SCULLY, City Clerk.

Which was ordered on file.

The papers above referred to are as follows:

No. 2890.

The Committee on Streets and Highways, to whom was referred the annexed ordinance in favor of regulating Park place, Brooklyn (page 1365, Minutes, March 12, 1901), respectfully

## REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said ordinance be adopted.

AN ORDINANCE to regulate Park place, Borough of Brooklyn.

Be it Ordained by the Municipal Assembly of The City of New York, as follows:

That, in pursuance of sections 413 and 422 of the Greater New York Charter, the following resolution of the Board of Public Improvements, adopted by that Board on the 6th day of March, 1901, be and the same is hereby approved, and the public work or improvement therein provided for is hereby authorized, and it is hereby determined that the cost and expense thereof shall be borne and paid as therein provided; namely,

Resolved, by the Board of Public Improvements, That, in pursuance of sections 413 and 422 of the Greater New York Charter, the regulating and grading of Park place, between Clason avenue and Franklin avenue, in the Borough of Brooklyn, setting or resetting of curb, flagging or reflagging of sidewalks of said street where not already done, and the paving of the carriage-way with asphalt pavement on a concrete foundation, with a guarantee of maintenance for five (5) years from the contractor, under the direction of the Commissioner of Highways, be and the same hereby is authorized and approved, there having been presented to said Board an estimate in writing, in such detail as the said Board has directed, of the cost of the proposed work or improvement, and a statement of the assessed value, according to the last preceding tax-roll, of the real estate included within the probable area of assessment, the estimated cost of said work being twelve thousand eight hundred dollars. The said assessed value of the real estate included within the probable area of assessment is one hundred and seventy-six thousand six hundred dollars.

And the said Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but the whole of such cost and expense shall be assessed upon the property deemed to be benefited thereby.

JOHN J. MURPHY, BERNARD C. MURRAY, HENRY FRENCH, CHARLES H. FRANCISCO, Committee on Streets and Highways.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK,  
No. 21 PARK ROW, BOROUGH OF MANHATTAN,  
New York, March 11, 1901.

To the Honorable the Municipal Assembly of The City of New York:

SIRS—I enclose herewith, for the action of your Honorable Body, a form of ordinance approved by this Board at the meeting held on the 6th instant providing for the regulating, grading, etc., of Park place, between Clason avenue and Franklin avenue, Borough of Brooklyn.

I also inclose copy of resolution of the Local Board recommending that said street be improved.

Respectfully,

JOHN H. MOONEY, Secretary.

(Copy.)

CITY OF NEW YORK—BOROUGH OF BROOKLYN,  
OFFICE OF THE PRESIDENT OF THE BOROUGH,  
October 29, 1900.

## Board of Public Improvements:

GENTLEMEN—The Local Board of the Sixth District, Borough of Brooklyn, after hearing had at a meeting held on October 26, 1900, duly advertised, adopted the following:

"Resolved, That the Local Board of the Sixth District, Borough of Brooklyn, after hearing had this 26th day of October, 1900, deeming it for the public interest so to do, hereby recommends to the Board of Public Improvements of The City of New York that proceedings be initiated to regulate, grade and pave Park place with asphalt pavement, between Clason avenue and Franklin avenue, in the Borough of Brooklyn, and to set or reset curb and flag or reflag sidewalks of said street where not already done."

Inclosed are the following:

Copy of petition.

Copy of report from the Department of Highways.

Yours respectfully,

(Signed) EDWARD M. GROUT, President of the Borough.

Which was referred to the Committee on Streets and Highways.

No. 2891.

The Committee on Salaries and Offices, to whom was referred the annexed communication from the State Civil Service Commission, together with certifications of names for Physician, New York County Jail (page 1139, Minutes, May 7, 1901), respectfully

## REPORT:

That, having examined the subject, they recommend that the accompanying resolution be adopted.

Resolved, That Dr. James A. J. O'Brien, of No. 185 East One Hundred and Sixteenth street, Borough of Manhattan, be and he hereby is appointed Physician to the County Jail, New York County.

STATE OF NEW YORK,  
OFFICE OF STATE CIVIL SERVICE COMMISSION,  
ALBANY, April 29, 1901.

President, Municipal Assembly, New York City:

DEAR SIR—At a meeting of the State Civil Service Commission held April 20, 1901, the following resolution was adopted:

Resolved, That the examination papers of the various candidates for the position of Physician in the Ludlow Street Jail be rerated, excluding the paper on administration, for the reason that it appears that the Ludlow Street Jail is a civil prison, not used for the detention of criminals or persons accused of crime; that the number of inmates at the present time is about fourteen, and that the maximum number of inmates does not exceed forty, and that the questions on the administration sheet in part have to do with the administration of a penal institution with a larger number of inmates.

I send you herewith a certification from the new list. I have to inform you that the certification issued on March 22, 1901, is canceled.

Very respectfully yours,

JOHN C. BIRDSEYE, Secretary.

STATE OF NEW YORK,  
OFFICE OF STATE CIVIL SERVICE COMMISSION,  
ALBANY, April 29, 1901.

President of the Municipal Assembly, New York City:

DEAR SIR—In response to your request, I hereby certify, in accordance with Civil Service Regulation VII., that the following persons are eligible for appointment by you, pursuant to Rule VIII., to the position of Physician, County Jail, New York County:

NAME.	AVERAGE STANDING.	ADDRESS.
Herman O. Wolfe.....	87.75	No. 53 St. Mark's place, New York City.
James A. J. O'Brien.....	81.38	No. 185 East One Hundred and Sixteenth street, New York City.
Charles P. Frischbier.....	80.63	Ward's Island, West, New York City.

Very respectfully yours,

JOHN C. BIRDSEYE, Secretary.

ADAM H. LEICH, CHARLES H. EBBETS, ADOLPH C. HOTTENROTH, Committee on Salaries and Offices.

Which was, on motion of Alderman McCaul, laid over and made a special order for 3 o'clock. Subsequently, the hour of 3 o'clock having arrived, Alderman McCaul called up the foregoing Councilmanic report and resolution.

The President then put the question whether the Board would agree with said Councilmanic report and adopt said resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Alt, Bridges, Burrell, Byrne, Cardani, Cronin, Cullin, Delano, Diemer, Downing, Flinn, Gaffney, Geiger, Geiser, Goodman, Hennessy, Holler, Holmes, Keegan, Keely, Kennedy, Kenney, Ledwith, Mathews, McCaul, McEneaney, McGrath, McInnes, McKeever, McMahon, Metzger, Muh, Murphy, Oatman, Otten, Rottmann, Schmitt, Schneider, Seebeck, Twomey, Vaughan, Velten, Wacker, Wafer, Welling, Wentz, Wirth, Wolf, and the Vice-President—49.

Negative—Alderman Parsons—1.



No. 2892.

Resolved, That permission be and the same is hereby given to D. P. Battle to erect and keep a storm-door in front of his premises on the southeast corner of Sands and Adams streets, in the Borough of Brooklyn, provided said storm-door shall not exceed ten feet in height, two feet wider than the doorway, and shall not extend beyond six feet from the house-line, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

The President put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 2893.

Resolved, That the Board of Aldermen be and is hereby respectfully requested to return to the Council for further consideration resolution No. 45 (S. R. 45) providing for the rescinding of the ordinance to regulate, grade, etc., Nichols Avenue, in the Borough of Brooklyn.

Which was referred to the Committee on Streets and Highways.

No. 2894.

TREASURY DEPARTMENT—OFFICE OF THE SECRETARY,  
WASHINGTON, April 22, 1901.

To the Municipal Assembly of The City of New York, New York, N. Y.:

GENTLEMEN—I have the honor to inclose herewith a plat showing the vault areas required and the area now in the possession of the Government in connection with the new Custom-house building which is being erected in your city, from which it appears that there are required approximately 6,842 additional feet, and I have to request that a vault permit for the amount required be granted to the Government without charge.

Respectfully,  
L. J. GAGE, Secretary.

Resolved, That the Commissioner of Highways be and he hereby is authorized and empowered to issue a permit to the Government of the United States to construct vaults on State street, Bowling Green, Whitehall street and Bridge street, in The City of New York (Borough of Manhattan), adjoining the new Custom-house building now being or to be erected on the block bounded by said State, Whitehall and Bridge streets and Bowling Green, as shown upon the attached diagram, without the payment of any compensation to the City for such privilege, such payment being hereby expressly waived; the work to be done at the expense of the United States Government, and under the direction of said Commissioner of Highways.

The President put the question whether the Board would agree with said resolution.

Which was decided in the affirmative.

No. 2895.

DEPARTMENT OF FINANCE—CITY OF NEW YORK,  
May 8, 1901.

Hon. FRANK J. GOODWIN, Chairman, Finance Committee, the Council:

DEAR SIR—I transmit herewith a certified copy of a resolution adopted by the Board of Estimate and Apportionment at meeting held May 5, 1901, authorizing the issue of Corporate Stock of The City of New York, to the amount of \$7,882.50, for the purpose of providing means for regulating the grounds and making drives and walks around the Casino in Central Park, Borough of Manhattan.

I also transmit a form of ordinance for introduction in the Council to indicate its concurrence therein.

Very truly yours,

EDGAR J. LEVEY, Deputy Comptroller.

Resolved, That, pursuant to the provisions of section 48 of The Greater New York Charter, the Board of Estimate and Apportionment hereby approves of the issue of bonds to an amount not exceeding seven thousand eight hundred and eighty-two dollars and fifty cents (\$7,882.50), for the purpose of providing means for regulating the grounds and making drives and walks around the Casino in Central Park, Borough of Manhattan, resulting from the reconstruction and enlargement of the Casino Building, and that when authority therefor shall have been obtained from the Municipal Assembly, the Comptroller be authorized to issue Corporate Stock of The City of New York, in the manner provided by section 169 of The Greater New York Charter, the proceeds whereof shall be applied to the purposes aforesaid.

A true copy of resolution adopted by the Board of Estimate and Apportionment May 6, 1901.

CHAS. V. ADEK, Clerk.

AN ORDINANCE providing for an issue of Corporate Stock in the sum of seven thousand eight hundred and eighty-two dollars and fifty cents (\$7,882.50), the proceeds to be used for regulating the grounds and making drives and walks around the Casino in the Central Park, Borough of Manhattan.

Be it Ordained by the Municipal Assembly of The City of New York, as follows:

Section 1. The Municipal Assembly hereby approves of and concurs in the following resolution adopted by the Board of Estimate and Apportionment May 6, 1901, and hereby authorizes the Comptroller to issue Corporate Stock of The City of New York to the amount and for the purposes therein specified:

Resolved, That, pursuant to the provisions of section 48 of the Greater New York Charter, the Board of Estimate and Apportionment hereby approves of the issue of bonds to an amount not exceeding seven thousand eight hundred and eighty-two dollars and fifty cents (\$7,882.50) for the purpose of providing means for regulating the grounds and making drives and walks around the Casino in Central Park, Borough of Manhattan, resulting from the reconstruction and enlargement of the Casino Building, and that, when authority therefor shall have been obtained from the Municipal Assembly, the Comptroller be authorized to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, the proceeds whereof shall be applied to the purposes aforesaid.

Which was referred to the Committee on Finance.

No. 2896.

Resolved, That the Commissioner of Highways be and he hereby is requested to cause to be repaved with asphalt East One Hundred and Nineteenth street, between First and Third avenues, Borough of Manhattan, the expense for the same to be charged to the fund already appropriated for repaving.

The President put the question whether the Board would agree with said resolution.

Which was decided in the affirmative.

#### COMMUNICATIONS.

The President laid before the Board the following communication from the Brooklyn Committee of Fifty:

No. 2897.

BROOKLYN COMMITTEE OF FIFTY—ORGANIZED IN THE INTEREST OF  
RAPID AND CONVENIENT TRANSIT AND OF CIVIC WELFARE,  
MANUFACTURERS' BUILDING, No. 198 MONTAGUE STREET,  
BROOKLYN, NEW YORK, May 14, 1901.

Hon. THOMAS F. WOODS, President of the Board of Aldermen, City Hall, New York City:

DEAR SIR—Your respectful attention is called to the contents of preamble and resolutions herewith inclosed, referring to the report of the Rapid Transit Commission now before the committees of the Municipal Assembly.

Yours, very truly,

JAS. T. HOILE, Secretary.

Preamble and Resolutions Adopted at a Meeting of the Brooklyn Committee of Fifty, No. 198 Montague Street, Brooklyn, Monday Evening, May 13, 1901.

Whereas, The plan adopted by the Board of Rapid Transit Commissioners for the extension of the Manhattan Subway into the Borough of Brooklyn was transmitted to the Municipal Assembly for its approval on February 5 of this year, and has now been before the Assembly without action by them for more than three months, although the law requires that final action shall be taken by them within four weeks; and

Whereas, The Municipal Assembly has at successive public hearings given full opportunity for an expression of opinion by the citizens in regard to said plan, and no substantial reason has appeared why said plan should not be approved, but, on the contrary, it appears that a majority of the citizens of the Borough of Brooklyn are earnestly in favor of said plan; and

Whereas, It is of vital importance to the Borough of Brooklyn that said extension should be completed simultaneously with the completion of the subway in the Borough of Manhattan, and to that end should be begun at once:

Resolved, That further delay on the part of the Municipal Assembly to approve the plan proposed by the Rapid Transit Commissioners will constitute a serious and culpable neglect on the part of the Assembly of the interests of this borough and city.

Resolved, That the Municipal Assembly be respectfully requested to take immediate and favorable action upon the said plan.

Resolved, That the Mayor of this city be respectfully requested to address an official message to each house of the Municipal Assembly, urging that body to take such action.

Resolved, That a copy of the foregoing resolutions be transmitted to the Mayor and to each member of the committee of the Council and Board of Aldermen, respectively, to which said plan has been referred, and to the presiding officer of each house of the Municipal Assembly.

Attest:

JAS. T. HOILE, Secretary.

Which was referred to the Committee on Streets and Highways.

The President laid before the Board the following communication from the Fourth Ward Democratic Committee, Jamaica, New York:

No. 2898.

HEADQUARTERS FOURTH WARD GENERAL DEMOCRATIC COMMITTEE,  
COLONIAL HALL, FULTON STREET, JAMAICA, NEW YORK,  
May 20, 1901.

To the Honorable the Board of Aldermen of The City of New York:

GENTLEMEN—Whereas, The plans for what is now known as the "under ground tunnel extension" to the Borough of Brooklyn with terminus at Flatbush and Atlantic avenues are now in the hands of two Committees of the Municipal Assembly, viz: one in the Board of Aldermen and one in the Council, and

Whereas, The adoption of said plans by said Committees, and by the whole Board, is deemed of vital importance by the members of the Fourth Ward Democratic Organization of the Borough of Queens, now, therefore, unanimously

Resolved, That the said Committees and Board, be, and they hereby are, earnestly requested to take affirmative action upon said plans to the end that the work therein provided for may be duly contracted and pushed forward to completion at the earliest day, and, further

Resolved, That a copy hereof be forwarded by the Secretary of this Committee to the Clerk of the Board of Aldermen and Council respectively.

HARRY SUTPHIN,

Chairman, Fourth Ward Democratic General Committee.

ALVIN B. DUNHAM, Secretary.

Which was referred to the Committee on Streets and Highways.

The President laid before the Board the following communication from the Municipal Art Society:

No. 2899.

No. 31 NASSAU STREET, NEW YORK, May 21, 1901.

To the Clerk of the Board of Aldermen:

DEAR SIR—We inclose herewith a memorial of the Municipal Art Society to the Municipal Assembly, which we beg you will be kind enough to lay before the Board of Aldermen at its next meeting.

Yours respectfully,

NELSON S. SPENCER,

CHARLES R. LAMB,

MILO R. MALTBYE,

Committee of the  
Municipal Art Society.

To the Municipal Assembly of The City of New York:

The Municipal Art Society is informed that you have under consideration a proposed ordinance for the proper designation of street names by signs upon the street corners. In that connection it respectfully asks your earnest attention to the great opportunity which exists for adding very substantially to the beauty of the streets by the character of the signs proposed, and it also, respectfully offers its services to the City in the effort to procure an adequate and artistic name designation.

The necessity for such a designation is manifest. The signs will be constantly present to the eye, and they should be of such form, design and material as will contribute to the artistic value of the City's streets. It is manifest that every effort should be directed toward keeping the streets as free and as open as possible. It is impracticable to keep them wholly so. Lamp-posts or electric lighting poles, fire-alarm boxes and hydrants, are a necessity, and in connection with some one of these should be considered a device for indicating the street names. It is practicable, however, to minimize the number of objects. We think that the City should seize the opportunity to inaugurate a system which will combine all these things in one construction. Such a construction would not only be a relief to the streets, but, if artistically done, would add appreciably to their beauty. It may not be possible for various reasons to put such a scheme into complete operation at once, but it is quite possible to begin it in the more congested portions of the city, and extend it as occasion demands.

But irrespective of any general treatment of the streets, the City manifestly owes to itself a proper system of street marking, useful to all classes of citizens or strangers, by day and night. It is to be borne in mind that the street names are to be indicated for two different classes of persons—one the person ignorant of the locality, usually a pedestrian, and often a stranger, and the other the traveler in the street cars, who knows the avenue he is on, but who wishes to know the street which he is approaching or passing. For the pedestrian the signs must be placed parallel with the street designated, otherwise confusion is inevitable. For the street-car traveler the name of the cross street should be at an angle of forty-five degrees to the avenue; it can then be read from the approaching and passing car. We respectfully submit that all streets should be marked by signs affixed to the corner buildings, or, where there is no corner building, by a temporary sign-post, erected on the corner lot. The letters should be so large as to be read by night as well as by day. On avenues or streets which are largely used for transportation (which will be in the Borough of Manhattan substantially only the longitudinal avenues), there should be an additional sign showing the cross street, placed at about an angle of forty-five degrees to the avenue, on diagonally opposite corners, affixed to the electric-light pole or other standard. It seems unnecessary for us at this time to elaborate this plan, or specify more in details our reason for urging it.

But whatever manner of designation be adopted, it is of the highest importance that the signs should be pleasing and educating to the eye. The City streets are at present too much encumbered with disfiguring private signs. Those which the City provides should be such as to be not only beautiful, but an object lesson. We respectfully submit that the design or designs should be considered a work of art, and as such subject to the approval of the Municipal Art Commission, and we respectfully request and urge that the ordinance to be passed shall so provide.

We believe that the designs should either be uniform, or limited to one of a few designs which may be warranted by the different character of different sections of the city. A designation for streets on unimproved property in the outlying portions of the city may properly differ from that prescribed for the better business or residence portions of the city. It should, however, be equally pleasant to consult. For that reason, we respectfully suggest that the ordinance to be passed should prescribe generally the plan of designation, leaving further details to the Commissioner of Highways. If this society can be thus advised of the requirements of the City, and also of a limit of cost, it offers to prepare and submit, at its own expense, designs for adoption and use by the City. It contemplates that these designs will be the result of a competition, and it feels confident that in this or a similar way your Honorable Body may accomplish a greatly needed reform, and add materially to the beauty of the streets.

Dated NEW YORK, May 20, 1901.

THE MUNICIPAL ART SOCIETY OF NEW YORK,

JOHN DEWITT WARNER, President.

NELSON S. SPENCER, CHARLES R. LAMB, MILO R. MALTBYE, Committee.

Which was referred to the Committee on Streets and Highways.

#### REPORTS.

No. 1488.

The Committee on Streets and Highways to whom was referred the annexed ordinance in favor of requiring railroad companies to prohibit passengers from riding on the platforms and steps of surface cars, respectfully

#### REPORT:

That, having examined the subject, they offer the following resolution:

Resolved, That the Committee on Streets and Highways, be and they are hereby discharged from further consideration of the matter and that it be placed on file.

AN ORDINANCE requiring railroad companies to prohibit passengers from riding on the platforms and steps of surface cars.

Be it Ordained by the Municipal Assembly of The City of New York, as follows:

Section 1. Each and every railroad company operating cars on the surface of the streets of The City of New York, is hereby directed and required to not allow passengers to ride on the platforms or steps of cars under penalty of one hundred dollars for each and every violation of the provisions of this ordinance.

Sec. 2. All ordinances or parts of ordinances inconsistent or conflicting with the provisions of this ordinance are hereby repealed.

Sec. 3. This ordinance shall take effect immediately.

JAMES J. BRIDGES, MOSES J. WAFER, LOUIS F. CARDANI, THOMAS F. McCALL, JOSEPH E. WELLING, JEREMIAH CHONIN, Committee on Streets and Highways.

By unanimous consent the report was moved to immediate consideration.

The President then put the question whether the Board would agree with said report and adopt the accompanying resolution.

Which was decided in the affirmative.



No. 2868.

The Committee on Streets and Highways, to whom was referred the annexed resolution in favor of permitting R. H. Macy & Company to construct a tunnel under and across Thirty-fifth street, Manhattan, respectfully

## REPORT:

That having examined the subject, they recommend that the annexed substitute resolution be adopted.

Resolved, That permission be and the same hereby is given to R. H. Macy & Company to construct and maintain a tunnel under and across Thirty-fifth street, in the Borough of Manhattan, between Broadway and Seventh avenue, to connect the property controlled by the said R. H. Macy & Company, the most westerly point of which, on the south side of Thirty-fifth street, is two hundred and seventy feet west of Broadway, and the most easterly point of which, on the north side of Thirty-fifth street, is two hundred and eighty-two feet west of Broadway, provided the said R. H. Macy & Company shall pay to The City of New York, as compensation for the privilege, such amount as may be determined as an equivalent therefor by the Commissioners of the Sinking Fund; and provided further that the said R. H. Macy & Company shall stipulate with the Commissioner of Highways to save the City harmless from any loss or damage that may be occasioned during the progress or subsequent to the completion of the work of constructing said tunnel, the work to be done and the materials to be supplied at the expense of said company, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

## (Substituted Resolution.)

Resolved, That permission be and the same hereby is given to R. H. Macy & Company to construct and maintain a tunnel, as shown upon the accompanying diagram, under and across Thirty-fifth street, in the Borough of Manhattan, between Broadway and Seventh avenue, to connect the property controlled by the said R. H. Macy & Company, the most westerly point of which is on the south side of Thirty-fifth street is two hundred and seventy feet west of Broadway, and the most easterly point of which on the north side of Thirty-fifth street is two hundred and eighty-two feet west of Broadway, provided the said R. H. Macy & Company shall pay to The City of New York as compensation for the privilege such amount as may be determined as an equivalent therefor by the Commissioners of the Sinking Fund; and provided further that the said R. H. Macy & Company shall stipulate with the Commissioner of Highways to save the City harmless from any loss or damage that may be occasioned during the progress or subsequent to the completion of the work of constructing said tunnel, the work to be done and materials to be supplied at the expense of the said company, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

JAMES J. BRIDGES, MOSES J. WAFER, LOUIS F. CARDANI, JEREMIAH CRONIN, JOSEPH E. WELLING, THOMAS F. MCCAUL, Committee on Streets and Highways.

By unanimous consent the report was moved to immediate consideration.

The President then put the question whether the Board would agree with said report and adopt said substituted resolution.

Which was decided in the affirmative.

No. 2630.

The Committee on Streets and Highways, to whom was referred the annexed ordinance in favor of preventing street surface and elevated railroad companies from displaying advertisements on any part of their stations, platforms or rolling stock, respectfully

## REPORT:

That, having examined the subject, they offer the following resolution:  
Resolved, That the Committee on Streets and Highways be and they are hereby discharged from further consideration of the matter, and that it be referred to the introducer (Alderman Velten).

AN ORDINANCE to prevent street surface and elevated railroad companies in The City of New York from displaying advertisements on any part of their stations, platforms or rolling stock.

Be it Ordained by the Municipal Assembly of The City of New York, as follows:  
Section 1. On and after May 1, 1901, no street surface or elevated railroad company in The City of New York shall place, affix, hang or expose any advertising sign, signs or advertising of any kind or character whatsoever, upon any station, car, engine or property of said street surface or elevated railroad company.

Sec. 2. Any violation of this ordinance shall be punishable, upon conviction, by a penalty of \$25 for each offense.

Sec. 3. All ordinances or parts of ordinances inconsistent or conflicting with the provisions of this ordinance are hereby repealed.

JAMES J. BRIDGES, MOSES J. WAFER, LOUIS F. CARDANI, JEREMIAH CRONIN, THOMAS F. MCCAUL, JOSEPH E. WELLING, Committee on Streets and Highways.

By unanimous consent the report was moved to immediate consideration.

The President then put the question whether the Board would agree with said report and adopt the accompanying resolution.

Which was decided in the affirmative.

No. 2749.

The Committee on Streets and Highways, to whom was referred the annexed resolution of the Council in favor of recommending the repaving of One Hundred and Twenty-fourth street, Manhattan, respectfully

## REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said resolution be concurred in.

Resolved, That it is recommended to the Board of Public Improvements that the carriageway of One Hundred and Twenty-fourth street, between Park and First avenues; of One Hundred and Twenty-ninth street, between Madison and Park avenues, and of Park avenue, from One Hundred and Nineteenth street to the Harlem river, in the Borough of Manhattan, be repaved with asphalt.

JAMES J. BRIDGES, MOSES J. WAFER, LOUIS F. CARDANI, THOMAS F. MCCAUL, JOSEPH E. WELLING, JEREMIAH CRONIN, Committee on Streets and Highways.

By unanimous consent the report was moved to immediate consideration.

The President then put the question whether the Board would agree with said report and adopt said resolution.

Which was decided in the affirmative.

No. 2805.

The Committee on Streets and Highways, to whom was referred on May 14, 1901, the annexed report of the Council and ordinance in favor of paving Edgecombe avenue, Manhattan, respectfully

## REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said report and ordinance be concurred in.

JAMES J. BRIDGES, THOMAS F. MCCAUL, JOSEPH E. WELLING, LOUIS F. CARDANI, JEREMIAH CRONIN, Committee on Streets and Highways.

## (Papers referred to in preceding Report.)

The Committee on Streets and Highways, to whom was referred the annexed ordinance in favor of paving Edgecombe avenue, Borough of Manhattan (page 17, Minutes, July 10, 1900), respectfully

## REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said ordinance be adopted.

AN ORDINANCE to provide for paving Edgecombe avenue, Borough of Manhattan.

Be it Ordained by the Municipal Assembly of The City of New York, as follows:

That, in pursuance of sections 413 and 422 of the Greater New York Charter, the following resolution of the Board of Public Improvements, adopted by that Board on the 3d day of July, 1900, be and the same hereby is approved, and the public work or improvement therein provided for is hereby authorized, and it is hereby determined that the cost and expense thereof shall be borne and paid as therein provided; namely,

Resolved, by the Board of Public Improvements, That, in pursuance of sections 413 and 422 of the Greater New York Charter, the paving with asphalt blocks on a concrete foundation of the carriageway of Edgecombe avenue, from the northerly line of One Hundred and Fifty-fifth street to the southerly line of West One Hundred and Seventy-first street, where the same intersects the easterly side of Amsterdam avenue, in the Borough of Manhattan, under the direction of the Commissioner of Highways, be and the same hereby is authorized and approved, there having been presented to said Board an estimate in writing, in such detail as the said Board has directed, of the cost of the proposed work or improvement, and a statement of the assessed value, according to the last preceding tax-roll, of the real estate included within the probable area of assessment, the estimated cost of said work being eighty-three thousand dollars. The said assessed value of the real estate included within the probable area of assessment is one million one hundred and ten thousand one hundred dollars.

And the said Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but the whole of such cost and expense shall be assessed upon the property deemed to be benefited thereby.

JOHN J. MURPHY, DAVID L. VAN NOSTRAND, HENRY FRENCH, CHARLES H. FRANCISCO, Committee on Streets and Highways.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK,  
No. 21 PARK ROW, BOROUGH OF MANHATTAN,  
NEW YORK, July 6, 1900.

To the Honorable the Municipal Assembly of The City of New York:

SIR—I inclose herewith, for the action of your Honorable Body, a form of ordinance approved by this Board on the 3d instant providing for the paving of Edgecombe avenue, from One Hundred and Fifty-fifth to One Hundred and Seventy-first street, in the Borough of Manhattan.

This ordinance was approved in accordance with recommendation made by the Local Board of the Nineteenth District, Borough of Manhattan, copy of which is inclosed herewith.

Respectfully,

JOHN H. MOONEY, Secretary.

NEW YORK, May 15, 1900.

Hon. MAURICE F. HOLAHAN, President, Board of Public Improvements:

SIR—At a meeting of the Board of Local Improvements of the Nineteenth District of the Borough of Manhattan held May 15, 1900, in accordance with the provisions of the Charter of The City of New York, the following resolution was adopted:

Resolved, That the Board of Local Improvements of the Nineteenth District of the Borough of Manhattan recommend to the Board of Public Improvements that Edgecombe avenue, from the northerly line of One Hundred and Fifty-fifth street to the southerly line of West One Hundred and Seventy-first street, where the same intersects the easterly side of Amsterdam avenue, be paved with asphalt blocks on a concrete foundation.

Respectfully,

JAMES J. COOGAN, President, Borough of Manhattan.

Which was, on motion of Alderman Rottmann, laid over and made a special order for 2.30 o'clock.

Subsequently, the hour of 2.30 o'clock having arrived, Alderman Rottmann called up the foregoing report.

The President then put the question whether the Board would agree with said report and adopt said ordinance.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Alt, Burrell, Byrne, Cronin, Cullin, Delano, Diemer, Downing, Flinn, Geiger, Goodman, Hennessy, Holler, Holmes, Keegan, Keely, Kennedy, Kenney, Ledwith, Mathews, McCaul, McGrath, McMahon, Metzger, Muh, Oatman, Otten, Parsons, Rottmann, Schmitt, Schneider, Seebeck, Smith, Twomey, Vaughan, Velten, Wacker, Wafer, Welling, Wentz, Wirth, Wolf, the Vice-President, and the President—45.

No. 2690.

The Committee on Streets and Highways, to whom was referred on April 30, 1901 (Minutes, page 261), the annexed report and ordinance of the Council in favor of regulating, etc., Canal place, Bronx, respectfully

## REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said report and ordinance be concurred in.

JAMES J. BRIDGES, JEREMIAH CRONIN, MOSES J. WAFER, LOUIS F. CARDANI, THOMAS F. MCCAUL, Committee on Streets and Highways.

## (Papers referred to in preceding Report.)

The Committee on Streets and Highways, to whom was referred the annexed ordinance in favor of regulating, etc., Canal place, Borough of The Bronx (page 854, Minutes, June 26, 1900), respectfully

## REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said ordinance be adopted.

AN ORDINANCE to regulate, etc., Canal place, Borough of The Bronx.

Be it Ordained by the Municipal Assembly of The City of New York, as follows:  
That, in pursuance of sections 413 and 422 of the Greater New York Charter, the following resolution of the Board of Public Improvements, adopted by that Board on the 20th day of June, 1900, be and the same hereby is approved, and the public work or improvement therein provided for is hereby authorized, and it is hereby determined that the cost and expense thereof shall be borne and paid as therein provided; namely,

Resolved, by the Board of Public Improvements, That, in pursuance of sections 413 and 422 of the Greater New York Charter, the regulating and grading of Canal place, between the south line of One Hundred and Thirty-eighth street and the south line of One Hundred and Forty-fourth street, Borough of The Bronx, setting of curbstones, erecting fences where necessary, laying crosswalks and flagging sidewalks a space four feet wide, under the direction of the Commissioner of Highways, be and the same hereby is authorized and approved, there having been presented to said Board an estimate in writing, in such detail as the said Board has directed, of the cost of the proposed work or improvement, and a statement of the assessed value, according to the last preceding tax-roll, of the real estate included within the probable area of assessment, the estimated cost of said work being thirty-two thousand dollars. The said assessed value of the real estate included within the probable area of assessment is one hundred and twenty-four thousand eight hundred and seventy-five dollars.

And the said Board does hereby determine that no portion of the cost and expense thereof shall be borne and paid by The City of New York, but the whole of such cost and expense shall be assessed upon the property deemed to be benefited thereby.

JOHN J. MURPHY, BERNARD C. MURRAY, DAVID L. VAN NOSTRAND, MARTIN ENGEL, Committee on Streets and Highways.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK,  
No. 21 PARK ROW, BOROUGH OF MANHATTAN,  
NEW YORK, June 22, 1900.

To the Honorable the Municipal Assembly of The City of New York:

SIR—Please find inclosed herewith, for the action of your Honorable Body, form of ordinance providing for the regulating and grading of Canal place, from One Hundred and Thirty-eighth to One Hundred and Forty-fourth street, Borough of The Bronx, together with copy of resolution of the Local Board recommending that said street be regulated and graded.

Respectfully,

JOHN H. MOONEY, Secretary.

BOROUGH OF THE BRONX, NEW YORK CITY, March 15, 1900.

Hon. MAURICE F. HOLAHAN, President, Board of Public Improvements:

DEAR SIR—In accordance with section 384, chapter 378, Laws of 1897, I hereby certify that the following resolution was adopted by the Local Board, Twenty-first District, at its meeting March 15, 1900, viz:

Resolved, That the Local Board, Twenty-first District, hereby recommends to the Board of Public Improvements that the Mott Haven canal be filled in between the south line of One Hundred and Thirty-eighth street and the north line of One Hundred and Forty-fourth street, in the Borough of The Bronx, or that a temporary bridge be built at that point, the present makeshift structure being dangerous to travel as well as unsightly and unfit for the demands upon it, and that a copy of this resolution be transmitted forthwith to the said Board of Public Improvements.

Respectfully,

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

Which was, on motion of Alderman McGrath, laid over and made a special order for 3 o'clock.

Subsequently, the hour of 3 o'clock having arrived, Alderman McGrath called up the foregoing report.

The President then put the question whether the Board would agree with said report and adopt said ordinance.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Alt, Bridges, Burrell, Byrne, Cardani, Cronin, Cullin, Delano, Diemer, Downing, Flinn, Geiger, Goodman, Holler, Holmes, Keegan, Keely, Kenney, Ledwith, Mathews, McCaul, McEnaney, McGrath, McInnes, McMahon, Metzger, Muh, Murphy, Oatman, Otten, Parsons, Rottmann, Schmitt, Schneider, Seebeck, Twomey, Vaughan, Velten, Wacker, Wafer, Welling, Wentz, Wirth, and Wolf—45.

## MOTIONS AND RESOLUTIONS.

No. 2900.

By the President—

Resolved, That the following-named persons be and they are hereby appointed Commissioners of Deeds in and for The City of New York:

By the President—

Ralph Folks, No. 1028 Park avenue, Manhattan; John J. Dunn, Boulevard and Walcott avenue, Long Island City; Joseph Bourke, No. 86 New Chambers street, Manhattan; N. Wasserberger, No. 179 Clinton street, Manhattan.

By the Vice-President—

Thomas A. Clark, No. 18 Broadway, Manhattan; Michael Angermann, No. 403 East Eighty-second street, Manhattan.



By Alderman Cardani—  
Charles M. Minzesheimer, No. 30 Broad street, Manhattan; Edward J. Price, No. 1196 Park avenue, Manhattan.

By Alderman Dowling—  
Theodore W. Gibbons, No. 245 Broadway, Manhattan.

By Alderman Downing—  
Joseph Daly, No. 153 Van Buren street, Brooklyn.

By Alderman Geiger—  
Irving E. Doob, No. 290 Broadway, Manhattan; Fred. Henry Cox, No. 1007 Fairmount place, Bronx; Floyd M. Lord, No. 280 Broadway, Manhattan; Charles A. Watson, No. 693 Robbins avenue, Bronx; Wilson R. Yard, No. 1012 Trinity avenue, Bronx.

By Alderman Geiser—  
John F. Haggerty, No. 75 Jackson avenue, Queens.  
William Zimmerman, No. 81 Crescent street, Queens.  
John F. Hicks, No. 150 Jackson avenue, Queens.  
Patrick J. White, Greenpoint avenue, Blissville, Queens.  
John Dugan, No. 118 Seventh street, Long Island City.

By Alderman Goodman—  
Charles A. Glaser, No. 513 West One Hundred and Fiftieth street, Manhattan.

By Alderman Holler—  
Jacob Baker, No. 134 Broadway, Brooklyn.

By Alderman Keegan—  
M. C. Scott, No. 16 Court street, Brooklyn.

By Alderman Kenney—  
James B. McGillin, No. 119 South Fourth street, Brooklyn.  
William T. Wall, No. 350 Fulton street, Brooklyn.

By Alderman Mathews—  
Charles Hassler, No. 103 West One Hundred and First street, Manhattan.

By Alderman McInnes—  
Edward D. Childs, No. 367 Fulton street, Brooklyn.

By Alderman McKeever—  
Charles Speb, No. 8 Pilling street, Brooklyn.

By Alderman Meh—  
William G. Marshall, No. 90 Nassau street, Manhattan.  
George C. Goebel, No. 41 Park row, Manhattan.  
Charles Frankel, No. 150 Nassau street, Manhattan.  
Morris D. Silverstein, No. 320 Broadway, Manhattan.

By Alderman Murphy—  
George J. Merkel, Bushwick Savings Bank, Brooklyn.

By Alderman Otten—  
I. James Von Sholly, No. 97 Nassau street, Manhattan.

By Alderman Parson—  
W. Frank Persons, No. 366 West One Hundred and Eighteenth street, Manhattan.  
Harris A. Dunn, No. 115 West Seventy-first street, Manhattan.

By Alderman Schmitt—  
John Walsh, No. 168 Montague street, Brooklyn.

By Alderman Schneider—  
Morris Frank, No. 17 East One Hundred and Fifth street, Manhattan.  
Daniel Kennedy, No. 210 East One Hundred and Fourth street, Manhattan.

By Alderman Seebeck—  
Harry Cohen, No. 397 Bergen street, Brooklyn.

By Alderman Smith—  
Louis Rinaldo, No. 233 Grand street, Manhattan.

By Alderman Vaughan—  
Henry Pecoraro, No. 71 St. Mary's avenue, Rosebank, Staten Island.

By Alderman Wacker—  
George Petri, No. 11 Harman street, Brooklyn.

By Alderman Water—  
James H. Gilvary, No. 372 Court street, Brooklyn.

By Alderman Wolf—  
William Ficke, No. 172 East Fourth street, Manhattan.

The President put the question whether the Board would agree with the said resolution. Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Bridges, Barrell, Cardani, Crokin, Culkin, Delano, Diemer, Gaffney, Geiger, Geiser, Goodman, Heansey, Holler, Keegan, Kennedy, Kenney, Ledwith, Mathews, McCaul, McGrath, McInnes, McMahon, Muh, Murphy, Oatman, Otten, Parsons, Rottmann, Schmitt, Schneider, Seebeck, Smith, Twomey, Vaughan, Veltin, Wacker, Wentz, Wirth, Wolf, the Vice-President, and the President—41.

No. 2901.

By the President—  
Resolved, That permission be and the same is hereby given to the following-named persons, whose applications for stands have been indorsed by the Aldermen of the districts in which they are to be located, to erect, keep and maintain stands for the sale of newspapers, periodicals, fruit and soda water and for bootblacking purposes, within the stoop-lines, at the locations set respectively opposite their names, and in compliance with the provisions of the ordinance in such case made and provided:

By the President—  
Fruit Stands—Filippo Bambace, Nos. 501-505 Second avenue, Manhattan; Francesco Verde, No. 645 Second avenue, Manhattan.  
Newspaper Stand—James Neary, southeast corner Lexington avenue and Twenty-third street, Manhattan.

By Alderman Alt—  
Soda-water Stand—Morris Greenberg, No. 207 Osborn street, Brooklyn.

By Alderman Bridges—  
Newspaper Stand—Barney Rachman, northeast corner Fulton and Concord streets, Brooklyn.

By Alderman Barrell—  
Bootblack Stand—Henry Fink, No. 455 East Eighty-sixth street, Manhattan.  
Fruit Stands—Giovanni De Maio, No. 1574 Third avenue, Manhattan; Fritz Cordes, No. 1671 Avenue A, Manhattan.  
Newspaper Stand—Emil Solomon, No. 300 East Ninety-first street, Manhattan.

By Alderman Coggey—  
Soda-water Stands—Henry Baron, northwest corner Second avenue and Fifty-fourth street, Manhattan; Jacob Goldman, No. 300 East Fifty-ninth street, Manhattan.

By Alderman Cronin—  
Soda-water Stands—Joseph Wallach, No. 7 Market street, Manhattan; Samuel Alter, No. 14 Frankfort street, Manhattan.

By Alderman Culkin—  
Fruit Stand—Peter Manatos, No. 162 Eighth avenue, Manhattan.

By Alderman Flinn—  
Newspaper Stand—Rocco Seppentino, No. 186 Waverley place, Manhattan.  
Fruit Stands—Donato Mazzarello, No. 26 West Third street, Manhattan; Tony Martage, No. 127 University place, Manhattan; Salvatore Vicocha, No. 257 Mercer street, Manhattan.  
Bootblack Stands—Antonio Marratino, No. 146 Sixth avenue, Manhattan; Alfonso Cappelo, No. 65 East Eighth street, Manhattan.

By Alderman Geiger—  
Fruit Stand—Luigi Cassella, No. 692 Kingsbridge road, Bronx.  
Newspaper Stand—Jacob Goldberg, Park avenue and One Hundred and Ninetieth street, Bronx.

By Alderman Goodman—  
Bootblack Stands—Frank Vodelo, No. 735 Tremont avenue, Bronx; Dominico Volpe, northeast corner One Hundred and Sixty-ninth street and Clinton avenue, Bronx.

By Alderman Holler—  
Bootblack Stand—Henry Strahlendorff, No. 1767 Madison avenue, Manhattan.

By Alderman Holmes—  
—Jacob Lucht, Jr., Eighty-third street and Broadway, Manhattan.  
Newspaper Stand—J. H. Holder, No. 261 Amsterdam avenue, Manhattan.

By Alderman Kennedy—  
Bootblack Stands—Antonio Civiello, No. 22 Embrosses street, Manhattan; Pasquale Buckino, No. 337 Broadway, Manhattan.  
Newspaper Stand—S. R. Spencer, No. 156 Church street, Manhattan.  
Soda-water Stand—John J. Mackery, No. 197 West street, Manhattan.  
Fruit Stand—Jacob Liebling, No. 51 Walker street, Manhattan.

By Alderman Ledwith—  
Fruit Stand—Michael Labahera, No. 860 Second avenue, Manhattan.

By Alderman Mathews—  
Fruit Stands—Charles F. Neuhardt, No. 825 Amsterdam avenue, Manhattan; Eugene Molier, southwest corner One Hundred and First street and Columbus avenue, Manhattan; Eugene Molier, No. 886 Columbus avenue, Manhattan; Frank Kuhne, No. 2737 Broadway, Manhattan; Berenger & Co., No. 2675 Broadway, Manhattan.  
Bootblack Stand—Joseph Lornzo, northwest corner One Hundred and Sixteenth street and Eighth avenue, Manhattan.

By Alderman Marks—  
Bootblack Stand—George Butto, No. 225 Monroe street, Manhattan.  
Soda-water Stands—Wolf Labowitz, No. 230 Monroe street, Manhattan; Harry Weker, No. 249 Monroe street, Manhattan.  
Fruit Stands—Louis Driesen, No. 234 Monroe street, Manhattan; Hyman Rosenfeld Nos. 83-85 Catharine street, Manhattan; Frank Cotele, No. 68 Henry street, Manhattan; Abraham Sacks, No. 3 Market street, Manhattan.

By Alderman McCaul—  
Fruit Stand—Giuseppe Figliore, No. 2099 Third avenue, Manhattan.

By Alderman McInnes—  
Newspaper Stand—Joseph Bleier, No. 340 East Seventieth street, Manhattan.  
Bootblack Stand—Joseph Vitello, No. 1201 Third avenue, Manhattan.  
Fruit Stands—Samuel Sonn, No. 1440 Second avenue, Manhattan; Antilio Bantiern, No. 370 East Seventy-sixth street, Manhattan.

By Alderman McGrath—  
Bootblack Stands—Andrew Calamari, No. 624 East One Hundred and Thirty-ninth street, Bronx; F. Benjamin, No. 520 Willis avenue, Bronx.  
Newspaper Stand—B. Vaffel, southeast corner One Hundred and Twenty-eighth street and Third avenue, Manhattan.  
Fruit Stand—F. Miller, No. 217 Willis avenue, Bronx.

By Alderman Murphy—  
Bootblack Stand—Louis Yamele, No. 183 Colyer street, Brooklyn.

By Alderman Meh—  
Newspaper Stand—Samuel Hurwitz, southwest corner Eighth avenue and Forty-seventh street, Manhattan.

By Alderman Parsons—  
Bootblack Stand—William C. Stewart, No. 62 West Thirty-third street, Manhattan.

By Alderman Porges—  
Soda-water Stands—Josif Wochler, No. 117 Forsyth street, Manhattan; Israel Levine, No. 61 Forsyth street, Manhattan; Samuel Dorsky, No. 138 Allen street, Manhattan.  
Fruit Stand—Harry Silverstein, No. 13 Bayard street, Manhattan.

By Alderman Rottmann—  
Newspaper Stand—Nathan Moskowitz, No. 300 West One Hundred and Forty-third street, Manhattan.

By Alderman Schneider—  
Newspaper Stand—George Marinus, No. 1645 Madison avenue, Manhattan.  
Soda-water Stand—Davis Rosenzweig, No. 247 East One Hundred and Fourth street, Manhattan.  
Fruit Stands—Nicola Blotta, No. 1488 Lexington avenue, Manhattan; Lawrence Zarrilli, No. 1505 Lexington avenue, Manhattan.

By Alderman Smith—  
Fruit Stands—Solomon Herskowitz, No. 47 Cannon street, Manhattan; Angelo Drill, No. 47 Pitt street, Manhattan; Francesco Policio, No. 213 Delancey street, Manhattan; Frank Sper-1, No. 16 Willett street, Manhattan; Mars Mendelson, No. 70 Norfolk street, Manhattan; Sarfino Umaci, No. 163 Delancey street, Manhattan; Nicolo Massi, No. 567 Grand street, Manhattan; George Politz, No. 126 Broome street, Manhattan; Levatino Cusimo, No. 19 Pitt street, Manhattan.  
Soda-water Stands—A. Goldstein, No. 22 Pitt street, Manhattan; Abram Akmaier, No. 71 Ridge street, Manhattan; Hyman Ridlewitz, No. 55 Attorney street, Manhattan; Moses Burkbaum, No. 231 Rivington street, Manhattan; Morris Huberman, Nos. 68-70 Lewis street, Manhattan; Marcus Friend, No. 81 Ridge street, Manhattan; Frank Hodes, No. 100 Norfolk street, Manhattan.  
Bootblack Stands—Louis Bellino, No. 133 Delancey street, Manhattan; Vincenzo Gerardo, No. 181 Broome street, Manhattan; Giuseppe Baldo, No. 194 Delancey street, Manhattan; Carmine Consalvo, No. 197 Delancey street, Manhattan.  
Soda-water Stands—Jacob Frank, No. 63 Suffolk street, Manhattan; Henry Reisswasser, No. 23 Attorney street, Manhattan; Samuel Baumsee, No. 1 Attorney street, Manhattan; Bettie Klein, No. 321 Rivington street, Manhattan; Israel Krell, No. 137 Rivington street, Manhattan; Jacob Quatter, No. 50 Columbia street, Manhattan; Morris Roth, No. 143 Ridge street, Manhattan; Jacob Leiberhan, No. 226 East Second street, Manhattan; Sam Goldman, No. 64 Pitt street, Manhattan; Sam Kallman, No. 48 Norfolk street, Manhattan; Benjamin Hechtenthal, No. 96 Norfolk street, Manhattan; Harry Kuschner, No. 7 Suffolk street, Manhattan; Michael Rosenkranz, No. 146 Delancey street, Manhattan; Morris Glassman, No. 94 Suffolk street, Manhattan.

By Alderman Veliss—  
Soda-water Stands—J. Lichtman, No. 402 Bushwick avenue, Brooklyn; Max Shapiro, No. 173 McKibbin street, Brooklyn.  
Bootblack Stand—Rocco Giorgio, No. 56 Manhattan avenue, Brooklyn.

By Alderman Welling—  
Fruit Stands—Rocco George, southwest corner Bleeker and Broadway, Manhattan; Louis Simon, No. 143 Bleeker street, Manhattan.  
Newspaper Stand—Louis Simon, No. 143 Bleeker street, Manhattan.  
Bootblack Stand—Louis Simon, No. 143 Bleeker street, Manhattan.

By Alderman Wolf—  
Soda-water Stands—Jacob Diemand, No. 69 Clinton street, Manhattan; Sam Katchman, No. 159 Essex street, Manhattan.  
The President put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 2902.

By the President—  
Resolved, That his Honor the Mayor be and he is hereby respectfully requested to return in this Board, for further consideration, ordinance now in his hands requesting the State Board of Railroad Commissioners to establish a grade crossing over Vesta avenue at Sutter avenue, in the Borough of Brooklyn.

The President put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

Subsequently the paper was received from his Honor the Mayor, and is as follows:

No. 1861.

The Committee on Streets and Highways, to whom was referred the annexed ordinance and report of the Council in favor of recommending that a grade crossing be established over Vesta avenue at Sutter avenue, Brooklyn, respectfully

REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said report and ordinance be concurred in.

JAMES J. BRIDGES, MOSES J. WAFER, THOMAS F. McCaul, JEREMIAH CRONIN, JOSEPH E. WELLING, Committee on Streets and Highways.

(Papers referred to in preceding Report.)

The Committee on Streets and Highways, to whom was referred the annexed ordinance in favor of recommending that a grade crossing be established over Vesta avenue at Sutter avenue, Borough of Brooklyn (page 199, Minutes, July 24, 1900), respectfully

REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said ordinance be adopted.

AN ORDINANCE to approve a resolution adopted by the Board of Public Improvements in relation to the establishment of a grade crossing over Vesta avenue at Sutter avenue, Borough of Brooklyn.

Be it Ordained by the Municipal Assembly of The City of New York, as follows:

That the following resolution of the Board of Public Improvements, adopted by that Board on the 18th of July, 1900, be and the same hereby is approved, viz.:

"Resolved, That this Board does hereby recommend that the State Board of Railroad Commissioners do establish a grade crossing over Vesta avenue, at Sutter avenue, in the Borough of Brooklyn, City of New York."

JOHN J. MURPHY, HENRY FRENCH, DAVID L. VAN NOSTRAND, BERNARD C. MURRAY, Committee on Streets and Highways.



BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK,  
No. 21 PARK ROW, BOROUGH OF MANHATTAN,  
NEW YORK, July 20, 1900.

To the Honorable the Municipal Assembly of The City of New York:

SIR:—By direction of the Board of Public Improvements I herewith transmit to you, for your action thereon, a resolution adopted by the said Board at a meeting held on the 18th day of July, 1900, approving of and favoring the establishment of a grade crossing over Vesta avenue at Sutter avenue, in the Borough of Brooklyn, City of New York.

The said resolution was adopted by the said Board of Public Improvements on the recommendation of the Local Board of the Borough of Brooklyn and on the report of the Assistant Topographical Engineer of this Board.

Should the resolution receive your approval, I inclose a form of ordinance approved by this Board for your adoption.

Very respectfully,

JOHN H. MOONEY, Secretary.

The following Resolutions were adopted by the Board of Public Improvements on the 18th of July, 1900.

Whereas, The Local Board of the Ninth District, Borough of Brooklyn, City of New York, has petitioned this Board that a grade crossing be established across the tracks of the Brooklyn and Rockaway Beach, and the New York and Manhattan Beach Railroads, over Vesta avenue at Sutter avenue, in said borough; and

Whereas, Upon notice duly given a hearing on such petition was this day, July 18, 1900, had before this Board, representatives of said railroad companies being present;

Resolved, That this Board does hereby recommend that the State Board of Railroad Commissioners do establish a grade crossing over Vesta avenue, at Sutter avenue, in the Borough of Brooklyn, City of New York.

Resolved, That this resolution be transmitted to the Municipal Assembly for its action thereon.

Resolved, That the Corporation Counsel be requested to represent the City before the said State Board of Railroad Commissioners in said proceeding.

JOHN H. MOONEY, Secretary.

On motion, the vote by which the foregoing report and ordinance was adopted was reconsidered.

The President again put the question whether the Board would agree with said report and adopt said ordinance.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Alt, Bridges, Burrell, Cardani, Coggey, Calkin, Delano, Diemer, Flinn, Geiser, Goodman, Hennessy, Heller, Keegan, Kenney, Ledwith, Marks, Mathews, McGrath, McMahon, Muh, Murphy, Oatman, Otten, Parsons, Rottmann, Schmitt, Schneider, Seebeck, Smith, Twomey, Vaughan, Velten, Wacker, Wafer, Wentz, Wirth, Wolf, the Vice-President, and the President—40.

No. 2903.

By the same—

HEADQUARTERS FIRE DEPARTMENT, CITY OF NEW YORK,  
CHIEF OF DEPARTMENT,  
Nos. 157 and 159 EAST SIXTY-SEVENTH STREET,  
BOROUGH OF MANHATTAN, May 14, 1901.

Mr. M. F. BLAKE, Clerk, Board of Aldermen:

DEAR SIR:—I beg to inclose herewith, ordinance relative to stopping of cars at various streets mentioned therein, and would be pleased to have same passed as speedily as possible.

Yours respectfully,

EDW. F. CROKER, Chief of Department.

AN ORDINANCE to compel surface cars to stop at all crossings of streets whereon engine-houses or other houses of the Fire Department are located.

Be it Ordained, by the Municipal Assembly of The City of New York, as follows:

Section 1. On and after June 1, 1901, each and every surface car, whether operated by electricity, compressed air, cable, steam or motive power of any kind whatsoever, shall be compelled to come to a full stop at each and every street or avenue crossing in The City of New York, in the following manner: Cars proceeding northerly shall come to a full stop before reaching the southerly crossing of any street or avenue; cars proceeding southerly shall come to a full stop before reaching the northerly crossing; cars proceeding westerly shall come to a full stop before reaching the easterly crossing, and cars proceeding easterly shall come to a full stop before reaching the westerly crossing, on the following streets, avenues and thoroughfares where houses belonging to the Fire Department are located:

On Stone street, at Whitehall street;  
On Broadway, at Cedar, Fulton, Chambers, White, Broome, Great Jones, Twelfth, Thirtieth, Eighteenth, Thirty-third, Thirty-seventh, Forty-third, Forty-seventh, Forty-ninth and Fifty-eighth streets;

On Centre street, at Chambers, Pearl, White, Walker and Broome streets;

On Second avenue, at Thirtieth, Fourteenth, Twenty-fifth, Twenty-eighth, Thirty-third, Fortieth, Fiftieth, Fifty-first, Sixty-seventh, Seventy-fifth, Eighty-fifth, Eighty-seventh, One Hundred and Fourth, One Hundred and Nineteenth and One Hundred and Twenty-fifth streets;

On Bowery, at Broome and Great Jones street;

On Fourth and Madison avenues, at Twelfth, Thirtieth, Eighteenth, Twenty-fifth, Twenty-eighth, Thirty-third, Fifty-first, Fifty-third, Sixty-seventh, Seventy-fifth, Eighty-fifth, Eighty-seventh, One Hundred and Fourth, One Hundred and Fifteenth and One Hundred and Twenty-fifth streets;

On Lexington avenue, at Twenty-fifth, Twenty-eighth, Thirty-third, Fortieth, Fiftieth, Fifty-first, Sixty-seventh, Seventy-fifth, Eighty-fifth, One Hundred and Fourth, One Hundred and Fifteenth, One Hundred and Nineteenth, One Hundred and Twenty-fifth and One Hundred and Twenty-seventh streets;

On Greenwich street, at Cedar and Fulton streets;

On West Broadway, at Chambers, Franklin, North Moore, Spring, Prince and Houston streets;

On Hudson street, at Spring, Morton, West Tenth and Charles streets;

On Eighth avenue, at Seventeenth, Twentieth, Twenty-fifth, Thirty-third, Thirty-sixth, Thirty-seventh, Forty-third, Forty-seventh, Forty-eighth, Fifty-eighth, Sixty-eighth, Ninety-seventh, One Hundred and Twenty-sixth, One Hundred and Thirty-fifth, One Hundred and Thirty-seventh, One Hundred and Forty-first and One Hundred and Forty-fifth streets.

On Sixth avenue, at West Tenth, Twelfth, Eighteenth, Twenty-ninth, Thirty-third, Thirty-fourth, Forty-third, Forty-seventh and Fifty-eighth streets;

On Lenox avenue, at One Hundred and Thirty-seventh street;

On Boulevard, at Seventy-seventh, Eighty-third, Ninety-seventh and One Hundred and Thirtieth streets;

On Park row, at Chambers and Pearl streets;

On Third avenue, at Thirtieth, Fourteenth, Eighteenth, Twenty-fifth, Twenty-eighth, Thirty-third, Fortieth, Fiftieth, Fifty-first, Sixty-seventh, Seventy-fifth, Eighty-seventh, One Hundred and Fourth, One Hundred and Nineteenth, One Hundred and Twenty-fifth, One Hundred and Thirty-seventh and One Hundred and Forty-third streets, within 50 feet each way of premises 2801 North Third avenue, between One Hundred and Forty-seventh and One Hundred and Forty-eighth streets, occupied by Engine 41, One Hundred and Fifty-ninth, One Hundred and Sixty-sixth and One Hundred and Seventy-sixth streets;

On Melrose avenue, at One Hundred and Fifty-ninth street;

On Willis avenue, at One Hundred and Thirty-seventh and One Hundred and Forty-third streets;

On Tremont avenue, at Washington and Park avenues;

On Broome street, within 50 feet each way of premises No. 363 Broome street, between Elizabeth and Mott streets, occupied by Engine 55;

On Twenty-third street, at Seventh and Ninth avenues;

On Thirty-fourth street, at Seventh and Ninth avenues;

On Forty-second street, at Seventh and Ninth avenues;

On One Hundred and Twenty-fifth street, within 50 feet each way of premises No. 120 East One Hundred and Twenty-fifth street, between Lexington and Park avenues, occupied by Hook and Ladder 14;

On Seventh avenue, at Forty-seventh, Forty-ninth and Fifty-eighth streets;

On Ninth avenue, at Forty-third, Forty-seventh, Forty-eighth and Fifty-eighth streets;

On Ninth avenue, at Fifty-eighth street;

On Columbus avenue, at Sixty-eighth, Seventy-seventh, Eighty-third and Ninety-seventh streets;

On Amsterdam avenue, at Sixty-eighth, Seventy-seventh, Eighty-third, Ninety-seventh, One Hundred and Thirtieth, Lawrence and One Hundred and Fortieth streets, and within 50 feet each way of premises No. 1507 Amsterdam avenue, between One Hundred and Fifty-fourth and One Hundred and Fifty-fifth streets, occupied by Engine 38, and One Hundred and Seventieth street, and such other streets or avenues as may be designated hereafter by Chief of Fire Department upon notification by him in writing to the railway companies.

Sec. 2. Each and every driver, motorman or other employee violating this ordinance shall, upon conviction thereof, be subject to a fine of five dollars (\$5) for each and every offense, or, in default thereof, shall be committed for five days to the City Prison.

Sec. 3. All ordinances or parts of ordinances inconsistent or conflicting with the provisions of this ordinance are hereby repealed.

Which was, on motion of Alderman Kenney, referred to the Committee on Law.

No. 2904.

By the same—

Resolved, That the following general and special orders be and they are hereby taken from the calendar and placed on file, the subject matter of each of the same having been disposed of:

G. O. No. 286, Int. No. 2679—Resolution in favor of granting petition of Mr. Cass Gilbert, on behalf of the United States Government.

S. O. No. 149, Int. No. 1139—Resolution for Corporate Stock \$250,000, payment of awards for lands condemned in the Croton watershed.

S. O. No. 202, Int. No. 2587—Ordinance to change the name of Marcher avenue, Bronx, to Shakespeare avenue.

G. O. No. 245, Int. No. 2285—Resolution to provide for incidental expenses, District Attorney's office, Queens County.

G. O. No. 289, Int. No. 2694—Ordinance for \$550,000 Corporate Stock for bridge between Manhattan and Queens.

The President put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

REPORTS RESUMED.

No. 2197.

The Committee on Streets and Highways, to whom was referred on February 5, 1901 (page 306, Minutes, February 5, 1901), the annexed petition and resolution, respectfully

REPORT:

That a number of public hearings were held, both in the Borough of Manhattan and the Borough of Brooklyn on this subject, at which parties interested, for and against the proposed route, were heard.

Your Committee therefore reports for adoption the annexed resolution.

Resolved, That the Municipal Assembly of The City of New York hereby does, by a majority vote of all its members, approve such plans and conclusions and does consent to the construction of a railway or railways in accordance therewith; and that The City of New York does hereby approve all such plans and conclusions and consents to such construction.

THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS FOR THE CITY OF NEW YORK TO THE MUNICIPAL ASSEMBLY OF THE CITY OF NEW YORK.

Communication Transmitting Resolutions and Drawings as to Route and General Plan of the Proposed Manhattan-Brooklyn Rapid Transit Railroad.

BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS,  
No. 320 BROADWAY, NEW YORK,  
February, 1901.

To the Honorable the Municipal Assembly of The City of New York:

The Board of Rapid Transit Railroad Commissioners for the City of New York, constituted under chapter 4 of the Laws of 1891, as amended, was duly organized, and after such organization conducted the inquiry and investigation necessary in the premises, as to whether it were for the interests of the public and of The City of New York that a rapid transit railway or railways for the transportation of persons and property should be established therein; and after such inquiry and investigation has duly determined that such rapid transit railway, in addition to those already existing, is necessary for the interest of the public and of said city; and by the concurrent vote of six members of the Board, has determined and established the routes and general plan of construction thereof, and hereby transmits to your Honorable Body a copy of the plan and conclusions as adopted, including such routes and general plan of construction.

And the Board further shows to your Honorable Body that the Board, immediately after the contract for the rapid transit railroad within the boroughs of Manhattan and The Bronx was made in February last, and the work to which the efforts of the Board had so long been directed had been successfully inaugurated, took up the subject of rapid transit between the boroughs of Manhattan and Brooklyn; and it now submits its conclusions.

The rapid transit railroad already begun extends from the end of the Brooklyn Bridge near the City Hall in the Borough of Manhattan to two termini, one on the west side, near the northern line of the Borough of Manhattan, and the other on the east side, in the northerly part of the Borough of The Bronx. The next rapid transit route in the order of importance is clearly one connecting the Borough of Brooklyn with the system already begun; and it is obvious that, in establishing that route, it will be convenient to extend the system already begun from the station at the City Hall and Brooklyn Bridge to the South Ferry. At the latter point connection will be made with ferries to various parts of the boroughs of Brooklyn and Richmond. The extension to Brooklyn will thus complete the system in the Borough of Manhattan to the south end of Manhattan Island; and it will, in the opinion of this Commission, serve to improve very materially the communications between Richmond and the various parts of Manhattan and The Bronx.

The Brooklyn-Manhattan road now proposed will, from a point near the intersection of Whitehall and South streets in Manhattan, proceed under the East river to Joralemon street, in the Borough of Brooklyn; thence under Joralemon street to Fulton street near Borough Hall; thence under Fulton street to Flatbush avenue, and under Flatbush avenue to Atlantic avenue, near the station of the Long Island Railroad. The cost, as the Board is advised, will not exceed about eight million dollars.

The Board is aware that the route now proposed does not afford a complete solution of the rapid transit problem in the Borough of Brooklyn. It is, however, beyond doubt, the best route for the first rapid transit connection between the boroughs. It reaches two great distributing points in Brooklyn, Borough Hall Park and Long Island Railroad station. The new road can thence be conveniently extended, as the financial means of the city will permit, to any and every important district in Brooklyn. It is the interest of the city that the rapid transit connection now proposed between the boroughs should be promptly constructed rather than that the city and especially the Borough of Brooklyn should be made to wait several years for the initiation of a system more nearly complete.

The road is to be in tunnel, thus permitting easy connection with the rapid transit system already begun in Manhattan and The Bronx. A tunnel under the East river will be far less expensive than another bridge over it.

The principal features of the plan of construction are those with which your Honorable Body is already familiar in the rapid transit system now under construction.

1. The tracks are to be placed substantially upon a level, except when engineering reasons require a greater or less depression of one track.

2. The railway, except when under or approaching the East river, is to be as near the surface as street conditions will permit, thus rendering the road more accessible to passengers. Where stations are not near the surface they will be reached by elevators.

3. The entire depth of excavation necessary for the construction of the railroad and its foundation will, except in approaches from Bowling Green in Manhattan and Borough Hall in Brooklyn to the tunnel under the river, be only about twenty feet. There is no portion of the road now proposed where construction conducted with ordinary care involves risk to neighboring buildings.

4. The method of construction proposed by the Board is neither experimental nor untried. The work will be attacked at as many points along the route as may be desirable. The progress of the construction will be expedited so that the discomforts and delays resulting therefrom will be reduced to a minimum.

5. The railway tracks are to be of standard gauge and the railway cars will be large and commodious.

In witness whereof, this board has caused its official seal to be hereto affixed, and these presents to be witnessed by its President and Secretary this 2d day of February, 1901.

THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS  
FOR THE CITY OF NEW YORK.

By A. E. ORR, President.

Attest:

BION L. BURROWS, Secretary.

PAPERS TRANSMITTED WITH THE FOREGOING COMMUNICATION.

First, Certified copy of Resolutions, adopting Routes and General Plan.

Second, Drawings Nos. 1, 2, 3, 4, 5 and 6, referred to in the Resolutions.

BION L. BURROWS, Secretary.

COPY RESOLUTIONS.

Whereas, The Board of Rapid Transit Railroad Commissioners for The City of New York has determined that a rapid transit railway for the conveyance and transportation of persons and property in addition to those already existing is necessary for the interests of the public and of The City of New York, and should be established in the boroughs of Manhattan and Brooklyn therein as hereinafter provided; and

Whereas, This Board has duly made the inquiry and investigation necessary or proper in the premises and all such inquiries and investigations as are necessary or proper for such determination.



Now, therefore, this Board does hereby adopt the following route for an additional rapid transit railway in The City of New York and does hereby determine and establish the said additional route as follows, and does hereby adopt a general plan of construction of the said railway, the route of which is herein provided, and does in such general plan hereby adopted show as follows the general mode of operation and such details as to manner of construction as may be necessary to show the extent to which any street, avenue or other public place is to be encroached upon:

#### Route.

The centre line of the route shall commence at a point in the Borough of Manhattan at or near the intersection of Broadway with Park row, being the point of commencement of the rapid transit railroad now under construction upon the routes adopted by the Board of Rapid Transit Railroad Commissioners of The City of New York, by resolutions of the 14th day of January and 4th day of February, 1897; and each centre line shall run thence under Broadway and Bowling Green to State street; thence under State street and Battery Park to Whitehall street, and thence under and across Whitehall street and South street to the East river; thence under the East river to the Borough of Brooklyn at a point in Joralemon street, between East river and Farman street; thence under Joralemon street to Fulton street; thence under Fulton street to Flatbush avenue; thence under Flatbush avenue to a point at or near its intersection with Atlantic avenue. The route shall also include a branch or loop the centre line of which shall begin at the point which shall be found most convenient in Broadway, between Bowling Green and Exchange place, and shall run thence under Broadway to Bowling Green, and thence under Bowling Green to State street; thence under and across the line of State street to Battery Park; thence under Battery Park to Whitehall street; thence returning under Whitehall street, Battery Park and State street to Broadway.

The route shall also include suitable tracks and connections in the nature of loops under the City Hall Park and around the City Hall in the Borough of Brooklyn. Wherever the route passes from one street to another, or from the street to the river, or from the river to a street, the route may pass under private property so far as may be convenient for the purposes of the curve or grade of the railway.

The said general plan of construction hereby adopted is as follows:

For the whole of the route above described, including each of the branches and loops aforesaid, two parallel tracks placed on the same level except that, wherever required by special necessities of surface or subsurface structures, or other special or local necessities, or for the purpose of avoiding grade crossings, either track may be depressed below the other track to a depth of not more than fifty feet; but the limitation as to level of the two tracks shall not apply to the portion of the route under the East river. The tracks shall be standard gauge, that is to say, of a width of four feet eight and one-half inches between the rails.

The tracks may at any point of the route (or of the branches or loops therein included) be placed in the same tunnel; or there may be a separate tunnel for each track, as shall be most convenient; and there shall be a width in the tunnels for each track not exceeding fifteen feet, except that at stations, switches, turnouts, curves and cross overs the width may be increased; provided, however, that the tracks shall be placed under the central part of the longitudinal street of the route, so far as may be practicable and convenient. No wall of the tunnel or part thereof shall, except at the stations, station approaches, curves and places of access to subsurface structures as hereinafter provided, be within a distance of five (5) feet of the exterior line or side of a longitudinal street of the route. The roof of the tunnel when under a street shall be as near the surface of the street as grades and street conditions will conveniently permit. The tunnel shall not be less than thirteen feet high in the clear. Wherever necessary to the proper support of a street surface the roof of the tunnel or tunnels shall be of iron or steel girders, with brick or concrete arches, supported by iron or steel columns and masonry walls, or the roof shall be a masonry arch, or the whole of the lining may be of iron. Adjacent tracks shall be connected by necessary and suitable switches and connections and an additional track for siding accommodations may be constructed not to exceed in length one-quarter of a mile for each mile of roadway; and wherever along any part of the route it shall be necessary for the proper maintenance or accommodation of pipes, wires, sewers and other subsurface structures, the width of the tunnel may be enlarged on either or both sides by an additional width not to exceed fifteen feet, provided always that the limits hereinbefore provided as to longitudinal streets of the route shall be observed. All or any pipes, wires, sewers and other subsurface structures may be placed in suitable galleries to be constructed within the additional width hereinbefore permitted. At each cross street where accommodation for pipes, wires, sewers and other subsurface structures shall be those provided within the tunnel, the tunnel may, in order to provide convenient access to the same, have within the limit of the sides or exterior lines of such cross streets or such lines produced, an additional width on each side of the route not to exceed fifteen feet, provided always that the limits hereinbefore provided as to longitudinal streets of the route shall be observed. Pipes, wires, sewers and other subsurface structures shall, at any part of the said route be removed and disturbed only when necessary for the construction and operation of the tunnel, and if removed or disturbed shall be placed under the streets in such manner and in such location that the use and service thereof shall not be permanently impaired. Such pipes, wires, sewers, and other subsurface structures shall be left or shall be so arranged as to give free access for their repair or alteration and for the placing within them so far as there may be space of new pipes, wires, sewers, and other like structures, and for making connections between the same and abutting buildings at any time. Stations and station approaches shall, so far as practicable, be at the intersection of streets and shall be built under streets or through private property to be acquired for the purpose, or both under streets and through private property as aforesaid. The streets under which stations or station approaches shall be built may include cross streets; but no part of any cross street shall be used for a station or station approach at a distance greater than seventy-five feet from the exterior line or side of the street of the route. The word "street," wherever used herein, shall include an avenue, park, or public place.

The general mode of operation shall be by electricity or some other power not requiring combustion within the tunnels, and the motors shall be capable of moving trains at a speed of not less than forty miles per hour, exclusive of stops. The manner of construction shall be by tunneling or open excavation.

It is further

Resolved, That this Board hereby adopts the drawings now produced and numbered 1, 2, 3, 4, 5 and 6, as showing the route and general plan hereby adopted.

I, Bion L. Burrows, Secretary of the Board of Rapid Transit Railroad Commissioners for The City of New York, do hereby certify that the above is a true copy of the resolutions adopted by the Board of Rapid Transit Railroad Commissioners at its meeting held on the 24th of January, 1901, in No. 320 Broadway, six Commissioners being present and all voting in favor thereof.

In witness whereof, I have hereunto set my hand and the seal of the said Board this 1st day of February, 1901.

[SEAL]

BION L. BURROWS, Secretary.

JAMES T. BRIDGES, MOSES J. WAFER, JEREMIAH CRONIN, CHARES METZGER, THOMAS F. McCALL, JOSEPH E. WELLING, LOUIS F. CARDANI, Committee on Streets and Highways.

By unanimous consent the report was moved to immediate consideration.

After discussion, Alderman Mah moved the previous question.

The President put the question, "Shall the main question be now put?"

Which was decided in the affirmative.

The President then put the question whether the Board would agree with said report and adopt the accompanying resolution.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Alt, Bridges, Burrell, Byrne, Cardani, Cronin, Calkin, Delano, Diemer, Downing, Flinn, Geiger, Geiser, Goodman, Hennessy, Holler, Holmes, Keegan, Keely, Kennedy, Kenney, Ledwith, Marks, Mathews, McCaul, McEaney, McGrath, McInnes, McKeever, McMahon, Metzger, Muh, Murphy, Oatman, Otten, Parsons, Rottman, Schmitt, Schneider, Seebeck, Smith, Twomey, Vaughan, Velten, Wacker, Wafer, Welling, Wentz, Wirth, Wolf, the Vice-President, and the President—53.

At this point Alderman Mah took the chair.

#### UNFINISHED BUSINESS.

The Vice-President called up G. O. 283, being a report of the Committee on Bridges and Tunnels, as follows:

No. 1330.

The Committee on Bridges and Tunnels, to whom was recommended on January 8, 1901 (Minutes, page ), the annexed ordinance in favor of authorizing the Commissioners of Bridges to enter into a contract without public letting for additional work on the Willis Avenue Bridge, respectfully

#### REPORT:

That, having examined the subject, they believe the proposed work cannot be done except in connection with the general construction, and by the contractor whose contract covers the whole structure.

They therefore recommend that the said ordinance be adopted.

WILLIAM F. SCHNEIDER, JR., HENRY GEIGER, EMIL NEUFELD, FRANCIS J. BYRNE, Committee on Bridges and Tunnels.

The Committee on Bridges and Tunnels, to whom was recommended on September 18, 1900 (Minutes, page ), the annexed ordinance in favor of authorizing the Commissioners of Bridges to contract without public letting for the construction of a bridge over the Harlem river, respectfully

#### REPORT:

That, having again examined the subject, they believe the proposed authorization to be necessary.

They therefore recommend that the said ordinance be adopted.

WILLIAM F. SCHNEIDER, JR., ROBERT F. DOWNING, HENRY GEIGER, FRANCIS J. BYRNE, Committee on Bridges and Tunnels.

(Papers referred to in preceding Reports.)

The Committee on Bridges and Tunnels, to whom was referred on July 31, 1900 (Minutes, page ), the annexed ordinance in favor of authorizing the Commissioners of Bridges to contract without public letting for construction of bridge over the Harlem river, between First and Willis avenues, respectfully

#### REPORT:

That, having examined the subject, they recommend that the said ordinance be adopted. AN ORDINANCE authorizing the Commissioners of Bridges to contract, without public letting, for the construction of the bridge over the Harlem river, between One Hundred and Twenty-fifth street and First avenue and One Hundred and Thirty-fourth street and Willis avenue.

Be it Ordained by the Municipal Assembly of The City of New York, as follows:

The Commissioner of Bridges of The City of New York is authorized to contract without public letting with John C. Rodgers, the contractor, for constructing the bridge over the Harlem river, between One Hundred and Twenty-fifth street and First avenue and One Hundred and Thirty-fourth street and Willis avenue, under contract dated October 8, 1897, executed in pursuance of chapter 147, Laws of 1894, for additional work and materials necessary to complete said bridge according to plans and specifications approved by the Board of Estimate and Apportionment July 24, 1900, at an expense not to exceed nineteen thousand six hundred dollars, to be paid from the funds provided by the sale of bonds pursuant to said act.

WILLIAM F. SCHNEIDER, JR., HENRY GEIGER, ROBERT F. DOWNING, FRANCIS J. BYRNE, BERNARD SCHMITT, EMIL NEUFELD, Committee on Bridges and Tunnels.

DEPARTMENT OF BRIDGES—CITY OF NEW YORK,  
COMMISSIONER'S OFFICE, PARK ROW BUILDING, MANHATTAN,  
NEW YORK CITY, N. Y., July 30, 1900.

To the Honorable the Municipal Assembly:

GENTLEMEN—The Honorable Board of Estimate and Apportionment on July 24, 1900, passed a resolution as provided for in chapter 147, Laws of 1894, approving plans and specifications for certain additional work on the bridge over Harlem river, between First and Willis avenues, at a cost not to exceed \$19,600, and also authorizing the Comptroller, with the consent of the Municipal Assembly, to issue Corporate Stock of The City of New York to the amount of \$182,155.17 for the completion of said bridge. This sum of \$182,155.17, which includes the \$19,600 mentioned above, is the difference between the amount of Corporate Stock heretofore issued and the total \$2,000,000 authorized by law, and is needed to pay for the cost of land and for the construction of the bridge, which is now nearing completion.

The plans and specifications which have just been approved by the Board of Estimate and Apportionment provide for certain work not contemplated in the original contract, but which has been proved necessary by the experience of this Department, and the three items of work, with the cost of each, are as follows:

A. Substitution of arc for incandescent lights, furnishing boilers of increased power, and engine and dynamo of increased power.....	\$10,000 00
B. Four houses, one on each end of two rest piers, to be used, three for bridge tenders, and one for a toilet-room.....	7,600 00
C. Additional work and material on end-lifting device.....	2,000 00
Total.....	\$19,600 00

This additional work cannot be done except in connection with the general work of construction and by the contractor whose contract covers the whole structure, without considerable extra cost to the City and serious delay and inconvenience to the public, and I therefore transmit herewith a form of ordinance, granting me the power to enter into contract with the present contractor, John C. Rodgers, for this work, without public letting, and beg that you will pass it without delay.

I also inclose a copy of the specification and form of contract. The prices therein, which are as stated above, have been reported by the Chief Engineer of this Department and the Consulting Engineer for the Willis Avenue Bridge to be just and reasonable.

Respectfully,

JOHN L. SHEA, Commissioner of Bridges.

DEPARTMENT OF BRIDGES—CITY OF NEW YORK,  
COMMISSIONER'S OFFICE, PARK ROW BUILDING,  
MANHATTAN, NEW YORK CITY, N. Y., September 27, 1900.

Hon. WM. F. SCHNEIDER, JR., Chairman, Committee on Bridges and Tunnels of the Board of Aldermen.

Sir—By reference to the CITY RECORD, at page 5657, I find that the proposed ordinance authorizing the Commissioner of Bridges to contract, without public letting, for additional work on the construction of a bridge over the Harlem river between One Hundred and Twenty-fifth street and First avenue, and One Hundred and Thirty-fourth street and Willis avenue, was, on motion, recommended to the Committee on Bridges and Tunnels by the Board, at its meeting on the 18th instant, "with instructions to find out the probable cost of the proposed improvement"; and, inasmuch as this is a matter calling for immediate action, I take the liberty of sending this communication to you, to the end that the ordinance mentioned may be adopted at the earliest possible date, in the interests of the City.

The work of constructing said bridge is now progressing very rapidly towards completion, and in order that delay may be avoided it is necessary that the work for which this ordinance is intended to provide should be carried on by the contractor for constructing said bridge at the same time with the other work.

The cost of the additional work for which this ordinance provides is \$19,600. That is the sum that the contract will be made for, as shown in my communication addressed to the Municipal Assembly under date of July 30, and published in the RECORD at the page mentioned. This sum has been fixed for the three items mentioned by the Chief Engineer and Consulting Engineer of this Department, after due investigation, as shown by the Chief Engineer's report on file, from which I quote:

"The Contractor, Mr. John C. Rodgers, has offered to do all of the above work at the prices I have stated, according to our plans and specifications, and his letters to that effect are on file in this Department. I have carefully gone over the prices with Mr. Clarke, and compared them with the cost of similar work elsewhere, and believe them to be reasonable."

The plans and specifications for said work will be transmitted for examination by the Committee, if desired.

I respectfully request that the matter be disposed of by your Honorable Board at its next meeting. Any additional information or explanation that may be desired I shall be most happy to give your Committee, either in person or by representative from this office.

Respectfully,

JOHN L. SHEA, Commissioner of Bridges.

The President pro tem. put the question whether the Board would agree with said report and adopt said ordinance.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Alt, Bridges, Burrell, Byrne, Cardani, Cronin, Calkin, Delano, Diemer, Downing, Flinn, Geiger, Geiser, Goodman, Hennessy, Holler, Holmes, Keegan, Keely, Kennedy, Kenney, Ledwith, Mathews, McCaul, McGrath, McKeever, McMahon, Metzger, Muh, Oatman, Otten, Parsons, Rottman, Schmitt, Schneider, Seebeck, Smith, Twomey, Vaughan, Velten, Wacker, Wafer, Welling, Wentz, Wirth, Wolf, the Vice-President, and the President—48.

#### MOTIONS, ORDINANCES AND RESOLUTIONS.

No. 2905.

By Alderman Wolf—

Resolved, That permission be and the same is hereby given to St. Nicholas Church to place and keep transparencies on the following lamp-posts in the Borough of Manhattan, southeast corner of First avenue and Second street, southwest corner of Avenue A and Second street, the work to be done at its own expense, under the direction of the Commissioner of Highways; such permission to continue only until June 17, 1901.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

#### UNFINISHED BUSINESS RESUMED.

Alderman McInnes called up S. O. 184, being a report of the Committee on Streets and Highways, as follows:

No. 1985.

The Committee on Streets and Highways, to whom was referred on December 26, 1900 (Minutes, page 1205), the annexed resolution and report of the Council in favor of establishing width of sidewalks on Cato avenue, Borough of Brooklyn, respectfully



## REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said resolution and report be concurred in.

JAMES J. BRIDGES, MOSES J. WAFER, CHARLES METZGER, JOSEPH E. WELLING, LOUIS F. CARDANI, JEREMIAH CRONIN, Committee on Streets and Highways.

(Papers referred to in preceding Report.)

The Committee on Streets and Highways, to whom was referred the annexed resolution in favor of fixing the width of the sidewalks on Caton avenue, Borough of Brooklyn (page 1019, Minutes, October 30, 1900), respectfully

## REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said resolution be adopted.

AN ORDINANCE to fix width of sidewalks of Caton avenue, Borough of Brooklyn.

Resolved, by the Municipal Assembly of The City of New York, That, in pursuance of section 417 of the Greater New York Charter, the sidewalks of Caton avenue, between the Brighton Beach Railroad and Flatbush avenue, in the Borough of Brooklyn, be established at a uniform width of twenty and five-tenths (20.5) feet.

JOHN J. MURPHY, HERMAN SULZER, BERNARD C. MURRAY, CHARLES H. FRANCISCO, Committee on Streets and Highways.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK,  
No. 21 PARK ROW, BOROUGH OF MANHATTAN,  
NEW YORK, October 26, 1900.

To the Honorable the Municipal Assembly of The City of New York:

SIR:—I inclose herewith, for the action of your Honorable Body, a resolution fixing at 20.5 feet the width of the sidewalks of Caton avenue, between the Brighton Beach Railroad and Flatbush avenue, in the Borough of Brooklyn, which was approved by this Board on the 24th instant.

I also inclose copy of resolution of the Local Board recommending that the width of the sidewalks be so increased.

Respectfully,

JOHN H. MOONEY, Secretary.  
BOROUGH OF BROOKLYN, September 7, 1900.

## Board of Public Improvements:

GENTLEMEN:—The Local Board of the Eighth District, Borough of Brooklyn, after hearing had at a meeting held on August 15, 1900, duly advertised, adopted the following:

"Resolved, That the Local Board of the Eighth District, Borough of Brooklyn, after hearing had this 15th day of August, 1900, deeming it for the public interest so to do, hereby recommends to the Board of Public Improvements of The City of New York that, in pursuance of the provisions of section 436 of chapter 378 of the Laws of 1897, proceedings be initiated to alter the map or plan of The City of New York by increasing the width of the sidewalk on Caton avenue, between Flatbush avenue and the Brighton Beach Railroad, by adding thereto two feet six inches on each side and narrowing the roadway to thirty-nine feet, in the Borough of Brooklyn."

Inclosed is copy of petition.

Yours respectfully,

EDWARD M. GROUT, President of the Borough.

The President pro tem. put the question whether the Board would agree with said report and adopt said ordinance.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Alt, Bridges, Burrell, Byrne, Cardani, Cronin, Calkin, Delano, Diemer, Downing, Geiger, Geiser, Goodman, Hennessy, Holler, Holmes, Keegan, Keely, Kennedy, Kenney, Ledwith, Mathews, McCaul, McEneaney, McGrath, McLones, McKeever, McMahon, Metzger, Muh, Murphy, Oatman, Otten, Parsons, Rottmann, Schmitt, Schneider, Seebeck, Twomey, Vaughan, Velten, Wacker, Wafer, Welling, Wentz, Wirth, Wolf, and the Vice-President—48.

Alderman Byrne, called up S. O. 24, being a report of the Committee on Streets and Highways, as follows:

No. 379.

The Committee on Streets and Highways, to whom was referred on March 6, 1900 (page 247, Minutes), the annexed ordinance and report of the Council in favor of changing the grade of Edgecombe avenue, Borough of Manhattan, respectfully

## REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said report and ordinance be concurred in.

JAMES J. BRIDGES, MOSES J. WAFER, LOUIS F. CARDANI, JEREMIAH CRONIN, Committee on Streets and Highways.

(Papers referred to in preceding Report.)

The Committee on Streets and Highways, to whom was referred the annexed ordinance in favor of changing the grade of Edgecombe avenue, Borough of Manhattan (page 84, Minutes of January 16, 1900), respectfully

## REPORT:

That, having examined the subject, they believe the proposed improvement to be necessary. They therefore recommend that the said ordinance be adopted.

AN ORDINANCE to change grade in Edgecombe avenue, Borough of Manhattan.

Be it Ordained by the Municipal Assembly of The City of New York, as follows:

That, in pursuance of section 436 of the Greater New York Charter, the following resolution of the Board of Public Improvements, adopted by that Board on the 10th day of January, 1900, be and the same hereby is approved, viz:

Resolved, That the Board of Public Improvements of The City of New York, in pursuance of the provisions of section 436 of chapter 378, Laws of 1897, deeming it for the public interest to alter the map or plan of The City of New York by changing the grade of Edgecombe avenue, from a point 1,033.33 feet northerly to a point 779.50 feet southerly from the centre line of West One Hundred and Fiftieth street, in the Twelfth Ward, Borough of Manhattan, City of New York, does hereby favor and approve of the same so as to change the grade of the aforesaid avenue, as follows:

Beginning at a point in the centre line of Edgecombe avenue, distant 779.50 feet southerly from centre line of West One Hundred and Fiftieth street, elevation 85.0 feet above city datum; thence northerly on the centre line of Edgecombe avenue, distance 259.83 feet, elevation 86.66 feet; thence northerly along said centre line, distance 259.84 feet, elevation 88.33 feet; thence still northerly along said line, distance 259.83 feet to the centre line of West One Hundred and Fiftieth street, elevation 90 feet; thence still northerly along said centre line, distance 259.83 feet, elevation 92.50 feet; thence northerly along said line, distance 259.84 feet, elevation 95 feet; thence still northerly along said centre line, distance 259.83 feet, elevation 97.50 feet; thence still northerly along said centre line, distance 259.83 feet, elevation 100 feet.

All elevations above city datum.

JOHN J. MURPHY, HERMAN SULZER, HENRY FRENCH, DAVID L. VAN NOSTRAND, Committee on Streets and Highways.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK,  
No. 21 PARK ROW, BOROUGH OF MANHATTAN,  
NEW YORK, January 11, 1900.

To the Honorable the Municipal Assembly of The City of New York:

SIR:—In pursuance of the provisions of section 436 of chapter 378, Laws of 1897, and by direction of the Board of Public Improvements, I herewith transmit to you, for your action thereon, a resolution adopted by the said Board at a meeting held on the 10th of January, 1900, approving of and favoring a change in the map or plan of The City of New York by changing the grade of Edgecombe avenue, from a point 1,033.33 feet northerly to a point 779.50 feet southerly from the centre line of West One Hundred and Fiftieth street, in the Twelfth Ward, Borough of Manhattan.

The said resolution was adopted by the said Board of Public Improvements on the petition of property-owners and on the recommendation of the Local Board of the Borough of Manhattan, and on the report of the Chief Topographical Engineer of this Board.

No objections were offered at a public hearing in the matter given by this Board.

Should the resolution receive your approval, I inclose a form of ordinance approved by this Board for your adoption.

Very respectfully,

JOHN H. MOONEY, Secretary.

(Resolutions adopted by the Board of Public Improvements on the 10th day of January, 1900.)

Whereas, At a meeting of this Board held on the 20th day of December, 1899, resolutions were adopted proposing to alter the map or plan of The City of New York by changing the grade of Edgecombe avenue, from a point 1,033.33 feet northerly to a point 779.50 feet southerly from the centre line of West One Hundred and Fiftieth street, in the Twelfth Ward, Borough of Manhattan, City of New York, and for a meeting of this Board to be held in office of this Board on the 10th day of January, 1900, at 2 o'clock P. M., at which such proposed change of grade would be considered by this Board, and for a notice to all persons affected thereby of the aforesaid time and place at which such proposed change of grade would be considered, to be published in the CITY RECORD for at least ten days continuously, exclusive of Sundays and legal holidays, prior to the 10th day of January, 1900; and

Whereas, It appears from the affidavit of the Supervisor of the City Record that the aforesaid resolutions and notice have been published in the CITY RECORD for ten days continuously, Sundays and legal holidays excepted, prior to the 10th day of January, 1900; and

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

Resolved, That the Board of Public Improvements of The City of New York, in pursuance of the provisions of section 436 of chapter 378, Laws of 1897, deeming it for the public interest to alter the map or plan of The City of New York by changing the grade of Edgecombe avenue, from a point 1,033.33 feet northerly to a point 779.50 feet southerly from the centre line of West One Hundred and Fiftieth street, in the Twelfth Ward, Borough of Manhattan, City of New York, does hereby favor and approve of the same so as to change the grade of the aforesaid avenue as follows:

Beginning at a point in the centre line of Edgecombe avenue, distant 779.50 feet southerly from centre line of West One Hundred and Fiftieth street, elevation 85.0 feet above city datum; thence northerly on the centre line of Edgecombe avenue, distance 259.83 feet, elevation 86.66 feet; thence northerly along said centre line, distance 259.84 feet, elevation 88.33 feet; thence still northerly along said line, distance 259.83 feet to the centre line of West One Hundred and Fiftieth street, elevation 90 feet; thence still northerly along said centre line, distance 259.83 feet, elevation 92.50 feet; thence northerly along said line, distance 259.84 feet, elevation 95 feet; thence still northerly along said centre line, distance 259.83 feet, elevation 97.50 feet; thence still northerly along said centre line, distance 259.83 feet, elevation 100 feet.

All elevations above city datum.

Resolved, That the foregoing resolution, approving of the above-named proposed change in the map or plan of The City of New York by changing the grade of Edgecombe avenue, adopted by this Board, together with a statement of its reasons therefor, be transmitted to the Municipal Assembly for its action thereon.

The President pro tem. put the question whether the Board would agree with said report and adopt said ordinance.

Which was decided in the affirmative by the following vote:

Affirmative—Aldermen Alt, Bridges, Burrell, Byrne, Cardani, Cronin, Calkin, Delano, Diemer, Flinn, Geiger, Geiser, Goodman, Hennessy, Holler, Holmes, Keegan, Keely, Kenney, Mathews, McCaul, McEneaney, McGrath, McLones, McKeever, McMahon, Metzger, Muh, Murphy, Oatman, Otten, Parsons, Rottmann, Seebeck, Twomey, Velten, Wacker, Wafer, Welling, Wentz, Wirth, Wolf, and the Vice-President—43.

MOTIONS, ORDINANCES AND RESOLUTIONS RESUMED.

No. 2906.

By Alderman Velten—

Whereas, Persons who maintain stands for the sale of newspapers, periodicals, fruit and soda water and for bootblacking purposes, within the stoop-lines, are being made to comply with the law by the Police Department; and

Whereas, At least two weeks must elapse from the time of final action by the Municipal Assembly before permits can be issued by the Chief of the Bureau of Licenses.

Resolved, That the Police Department be and it is hereby respectfully requested to allow time until August 1, 1901, to those persons who maintain stands, within stoop-lines, for the sale of newspapers, periodicals, fruit and soda water, and for bootblacking purposes, to make application to the Municipal Assembly and secure permits therefor.

Resolved, further, That the City Clerk be and he is hereby respectfully requested to prepare and issue to applicants for stand permits a card which shall certify that an application has been duly filed and passed upon, and that the license therefor will issue when the resolution granting the permission craved for shall have become law.

The President pro tem. put the question whether the Board would agree with said resolution.

Which was decided in the affirmative.

Subsequently Alderman Goodman moved that the vote by which the foregoing resolution was adopted be reconsidered.

The President pro tem. put the question whether the Board would agree with said motion.

Which was decided in the affirmative.

Alderman Goodman then moved that the resolution be amended by striking out all that portion of the third paragraph, after the word "requested," and inserting in lieu thereof the words "to give the applicants for licenses due consideration in view of the conditions mentioned in the foregoing preamble."

The President pro tem. put the question whether the Board would agree with said amendment.

Which was decided in the affirmative.

The President pro tem. put the question whether the Board would agree with said resolution, as amended.

Which was decided in the affirmative.

No. 2907.

By Alderman Velten—

Resolved, That the City Clerk, when the compilation and revision shall have been completed by the Corporation Counsel and the same ratified by the Municipal Assembly, be and he is hereby respectfully requested to furnish the Board of City Magistrates with the necessary number of copies of the ordinances of The City of New York.

The President pro tem. put the question whether the Board would agree with said resolution.

Which was decided in the affirmative.

No. 2908.

By Alderman Twomey—

Resolved, That permission be and the same is hereby given to Miss A. N. Smith, Directress of the Heartsease Girls' Reading Room to place and keep an illuminated sign, within the stoop-line, in front of the premises No. 313 West Fifty-third street, in the Borough of Manhattan, as shown upon the accompanying diagram, provided said sign shall not project more than two feet from the house line, the work to be done and illumination supplied at her own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

The President pro tem. put the question whether the Board would agree with said resolution.

Which was decided in the affirmative.

No. 2909.

By Alderman Smith—

Resolved, That permission be and the same is hereby given to Jacob Fischel to erect, keep and maintain bay-windows, as shown upon the accompanying diagram, in front of the premises to be constructed on the northwest corner of Clinton and Grand streets, in the Borough of Manhattan, the dimensions of said bay-windows not to exceed those prescribed by law, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

The President pro tem. put the question whether the Board would agree with said resolution.

Which was decided in the affirmative.

No. 2910.

By Alderman Schmitt—

Resolved, That permission be and the same is hereby given to Lorenz Schinoller to place and keep a watering-trough, on the sidewalk, near the curb, in front of his premises, No. 105 Knickerbocker avenue, in the Borough of Brooklyn, the work to be done and water supplied at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

The President pro tem. put the question whether the Board would agree with said resolution.

Which was decided in the affirmative.

No. 2911.

By Alderman Rottmann—

Resolved, That permission be and the same is hereby given to the Franklin Benevolent Association to place and keep transparencies on the following lamp-posts in the Borough of Manhattan:

Southeast corner of One Hundred and Forty-fifth street and Amsterdam avenue;

Northeast corner of One Hundred and Fifty-fifth street and Amsterdam avenue;

Southeast corner of One Hundred and Sixty-second street and Amsterdam avenue;

—the work to be done at its own expense, under the direction of the Commissioner of Highways; such permission to continue only for two weeks from the date of approval by his Honor the Mayor.

The President pro tem. put the question whether the Board would agree with said resolution.

Which was decided in the affirmative.

No. 2912.

By Alderman Parsons—

Resolved, That permission be and the same is hereby given to George A. Hurd to keep and maintain a show-case inside the stoop-line on the Twenty-seventh street side of his building on the southwest corner of Twenty-seventh street and Sixth avenue, in the Borough of Manhattan, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

The President pro tem. put the question whether the Board would agree with said resolution.

Which was decided in the affirmative.



No. 2913.

By Alderman Oatman—

Resolved, That permission be and the same is hereby given to Andrew J. McGivney to erect and keep an awning of iron and glass in front of the premises No. 1544 Broadway, in the Borough of Manhattan, provided said awning shall be erected so as to conform in all respects with the provisions of the ordinance in such case made and provided, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 2914.

By Alderman Muh—

Resolved, That permission be and the same is hereby given to the Chelsea Benevolent Union to place and keep transparencies on the following lamp-posts in the Borough of Manhattan:

Northwest corner of Forty-third street and Eighth avenue;  
Southeast corner of Thirty-fifth street and Eighth avenue;  
Northwest corner of Twenty-second street and Eighth avenue;  
Northeast corner of Fourteenth street and Eighth avenue;

—the work to be done at their own expense, under the direction of the Commissioner of Highways; such permission to continue only from June 15, 1901, to July 4, 1901.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 2915.

By the same—

Resolved, That, pursuant to the provisions of section 2 of title 15 of chapter 583 of the Laws of 1888, and section 170 of the Greater New York Charter, the Comptroller be authorized, subject to concurrence herewith by the Municipal Assembly, to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to the amount of three hundred and twenty thousand dollars (\$320,000), the proceeds whereof shall be applied to the following purposes:

For lands in Thirty-second Ward, Borough of Brooklyn	\$200,000 00
For wells, buildings, pumping-stations, pumps, boilers, etc.	120,000 00

A true copy of resolution adopted by the Board of Estimate and Apportionment May 17, 1901.

CHAS. V. ADEE, Clerk.

Whereas, The Board of Estimate and Apportionment on May 17, 1901, adopted the following resolution:

Resolved, That, pursuant to the provisions of section 2 of title 15 of chapter 583 of the Laws of 1888 and section 170 of the Greater New York Charter, the Comptroller be authorized, subject to concurrence herewith by the Municipal Assembly, to issue Corporate Stock of The City of New York in the manner provided by section 169 of the Greater New York Charter, to the amount of three hundred and twenty thousand dollars (\$320,000), the proceeds whereof shall be applied to the following purposes:

For lands in Thirty-second Ward, Borough of Brooklyn	\$200,000 00
For wells, buildings, pumping-stations, pumps, boilers, etc.	120,000 00

Resolved, That the Municipal Assembly hereby concurs in said resolution and that the Comptroller be and hereby is authorized to issue Corporate Stock of The City of New York in the manner provided by section 169 of the Greater New York Charter to the amount of three hundred and twenty thousand dollars (\$320,000) for the purpose of providing means for the payment of the expenses therein mentioned and authorized.

Which was referred to the Committee on Finance.

No. 2916.

By the same—

Resolved, That, pursuant to the provisions of chapter 320 of the Laws of 1887, and section 170 of the Greater New York Charter, the Comptroller be authorized, subject to concurrence herewith by the Municipal Assembly, to issue Corporate Stock of The City of New York in the manner provided by section 169 of the Greater New York Charter, to the amount of six thousand two hundred and twenty dollars and ninety cents (\$6,220.90), the proceeds whereof shall be applied to the payment of the bill of costs taxed before Honorable George B. Andrews, a Justice of the Supreme Court, First Judicial District, on May 1, 1901, in the proceeding to acquire title to certain lands required for a public park in the Twenty-second Ward of The City of New York (Borough of Manhattan), bounded by Eleventh and Twelfth avenues, West Fifty-second, Fifty-third and Fifty-fourth streets.

A true copy of resolution adopted by the Board of Estimate and Apportionment May 17, 1901.

CHAS. V. ADEE, Clerk.

Whereas, The Board of Estimate and Apportionment on May 17, 1901, adopted the following resolution:

Resolved, That, pursuant to the provisions of chapter 320 of the Laws of 1887 and section 170 of the Greater New York Charter, the Comptroller be authorized, subject to concurrence herewith by the Municipal Assembly, to issue Corporate Stock of The City of New York in the manner provided by section 169 of the Greater New York Charter, to the amount of six thousand two hundred and twenty dollars and ninety cents (\$6,220.90), the proceeds whereof shall be applied to the payment of the bill of costs taxed before Honorable George B. Andrews, a Justice of the Supreme Court, First Judicial District, on May 1, 1901, in the proceeding to acquire title to certain lands required for a public park in the Twenty-second Ward of The City of New York (Borough of Manhattan), bounded by Eleventh and Twelfth avenues, West Fifty-second, Fifty-third and Fifty-fourth streets.

Resolved, That the Municipal Assembly hereby concurs in said resolution, and that the Comptroller be and hereby is authorized to issue Corporate Stock of The City of New York in the manner provided by section 169 of the Greater New York Charter to the amount of six thousand two hundred and twenty dollars and ninety cents (\$6,220.90), for the purpose of providing means for the payment of the expenses therein mentioned and authorized.

Which was referred to the Committee on Finance.

No. 2917.

By the same—

Resolved, That, pursuant to the provisions of section 48 of the Greater New York Charter, the Board of Estimate and Apportionment hereby approves of the expenditure of an amount not exceeding forty-one thousand five hundred and ninety-five dollars and seventy-six cents (\$41,595.76) for improving two parks in the Borough of Richmond, namely, Washington Park, in the Town of Stapleton, and the small park in Port Richmond, by the Department of Parks, and that when authority therefor shall have been obtained from the Municipal Assembly, the Comptroller is hereby authorized to issue Corporate Stock of The City of New York in the manner provided by section 169 of the Greater New York Charter to the amount of forty-one thousand five hundred and ninety-five dollars and seventy-six cents (\$41,595.76), the proceeds whereof shall be applied to the purposes aforesaid.

A true copy of resolution adopted by the Board of Estimate and Apportionment May 17, 1901.

CHAS. V. ADEE, Clerk.

AN ORDINANCE providing for an issue of Corporate Stock in the sum of forty-one thousand five hundred and ninety-five dollars and seventy-six cents (\$41,595.76), the proceeds to be used for improving two parks in the Borough of Richmond, namely, Washington Park in the Town of Stapleton, and the small park in Port Richmond.

Be It Ordained by the Municipal Assembly of The City of New York, as follows:  
Section 1. The Municipal Assembly hereby approves of and concurs in the following resolution adopted by the Board of Estimate and Apportionment May 17, 1901, and hereby authorizes the Comptroller to issue Corporate Stock of The City of New York to the amount and for the purposes therein specified.

Resolved, That, pursuant to the provisions of section 48 of the Greater New York Charter, the Board of Estimate and Apportionment hereby approves of the expenditure of an amount not exceeding forty-one thousand five hundred and ninety-five dollars and seventy-six cents (\$41,595.76) for improving two parks in the Borough of Richmond, namely, Washington Park in the Town of Stapleton, and the small park in Port Richmond, by the Department of Parks, and that when authority therefor shall have been obtained from the Municipal Assembly, the Comptroller is hereby authorized to issue Corporate Stock of The City of New York in the manner provided by section 169 of the Greater New York Charter to the amount of forty-one thousand five hundred and ninety-five dollars and seventy-six cents (\$41,595.76), the proceeds whereof shall be applied to the purposes aforesaid.

Which was referred to the Committee on Finance.

No. 2918.

By Alderman Mathews—

Resolved, That permission be and the same is hereby given to Miranda Brothers to place and keep a barber's pole within the stoop-line, in front of their premises, No. 652 Columbus avenue, in the Borough of Manhattan, provided the said barber's pole shall be placed so as to conform in all respects with the provisions of the ordinance in such case made and provided, the work to be done at their own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

form in all respects with the provisions of the ordinance in such case made and provided, the work to be done at their own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 2919.

By Alderman McKeever—

Resolved, That permission be and the same is hereby given to William E. Severs to erect, place and keep five posts with lamps thereon, as shown upon the accompanying diagram, around his premises No. 128 Flatbush avenue, in the Borough of Brooklyn, provided the dimensions of said posts shall not exceed eighteen inches square at the base, that the lamps be kept lighted during the same hours as the public lamps and that neither the said posts nor lamps shall be used for advertising purposes, the work to be done and gas supplied at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 2920.

By Alderman McGrath—

Resolved, That permission be and the same is hereby given to the North Side Board of Trade to place, erect and keep a reviewing stand in front of No. 278 Alexander avenue, in the Borough of The Bronx, for the purpose of reviewing the May Walk of the Sunday School Association of The Bronx, on Friday, May 24, 1901, provided that the said North Side Board of Trade shall remove the said reviewing stand within twenty-four hours after said parade and maintain a free passage-way for pedestrians on said thoroughfare, the work to be done at their own expense, under the direction of the Commissioner of Highways; such permission to continue only for the day and date mentioned.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 2921.

By Alderman McCaul—

Resolved, That permission be and the same is hereby given to Dennis F. Costello to erect, place and keep a storm-door, as shown upon the accompanying diagram, in front of his premises on the northeast corner of One Hundred and Eighteenth street and Lexington avenue, in the Borough of Manhattan, provided said storm-door shall be erected so as to conform in all respects with the provisions of the ordinance in such case made and provided, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 2922.

By Alderman Keely—

Resolved, That permission be and the same is hereby given to Whalen Brothers to erect show windows, as shown upon the accompanying diagrams, in front of their premises on the northeast corner of Driggs avenue and Grand street, Borough of Brooklyn, the work to be done at their own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 2923.

By Alderman Keegan—

Resolved, That permission be and the same is hereby given to Charles Johnson to erect, keep and maintain a watering-trough on the sidewalk, near the curb, in front of his premises on the east corner of Fourth avenue and Ninety-second street, Borough of Brooklyn, the work to be done and water supplied at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 2924.

By Alderman Holmes—

Resolved, That permission be and the same is hereby given to Mrs. John S. Sutphen to place, erect and keep a bay-window in front of her premises on the northeast corner of Seventy-second street and Riverside drive, in the Borough of Manhattan, the bay-window to be erected upon the Seventy-second street side of said structure, as shown upon the accompanying diagram, the work to be done at her own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 2925.

By Alderman Gelger—

Resolved, That permission be and the same is hereby given to Frank P. Gerwin to place and keep a watering-trough on the sidewalk, near the curb, in front of his premises No. 986 Brook avenue, in the Borough of The Bronx, the work to be done and water supplied at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 2926.

By the same—

Resolved, That permission be and the same is hereby given to Peter Sexton to place, erect and keep a retaining-wall, within the stoop-line, in front of his premises No. 1728 Washington avenue, in the Borough of The Bronx, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 2927.

By the same—

Resolved, That permission be and the same is hereby given to M. Hessler to place and keep a watering-trough on the sidewalk, near the curb, in front of his premises on the corner of One Hundred and Sixty-ninth street and Prospect avenue, in the Borough of The Bronx, the work to be done and water supplied at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 2928.

By the same—

Resolved, That the Commissioner of Water Supply be and he is hereby requested to cause the removal of the improved iron drinking-fountain now in front of No. 747 Tremont avenue, to a point on the sidewalk, near the curb, in front of No. 761 Tremont avenue, in the Borough of The Bronx.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 2929.

By the same—

Resolved, That permission be and the same is hereby given to Adam Nimphus to place, erect and keep a post, surmounted by a horse shoe, on the sidewalk, near the curb, in front of his premises No. 614 East One Hundred and Forty-ninth street, in the Borough of The Bronx, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 2930.

By Alderman Flinn—

Resolved, That permission be and the same is hereby given to Clarke & Co. to place, erect and keep an ornamental post and clock on the sidewalk, near the curb, in front of their premises No. 781 Broadway, in the Borough of Manhattan, as shown upon the accompanying diagram, provided the dimensions of the post shall not exceed eighteen inches square at the base, and that the clock shall not exceed forty inches in diameter, and that neither said post nor clock shall be used for advertising purposes, the work to be done at their own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 2931.

By Alderman Downing—

Resolved, That permission be and the same is hereby given to A. D. Matthew's Sons to erect, place and keep an awning of iron and glass, as shown upon the accompanying diagram, in front of their premises, No. 398 Fulton street, in the Borough of Brooklyn, the work to be done



at their own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

By Alderman Delano—

No. 2932.

Resolved, That permission be and the same is hereby given to Thomas Connors to erect, keep and maintain a watering-trough on the sidewalk, near the curb, in front of his premises on the northeast corner of Washington and Park avenues, Borough of Brooklyn, the work to be done and water supplied at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

By the same—

No. 2933.

Whereas, It is the general custom of the management of the several surface lines of cars operating in this city to allow persons to stand in front of seated passengers riding in open cars; and

Whereas, The cross seats of open cars are so close together as to limit the space between them to such a degree that it is not only an annoyance for passengers to pass each other but almost impossible to do so; and

Whereas, Such a custom is a discrimination of justice to the traveling public, in thereby enforcing a great source of discomfort upon those entitled to an undisturbed seat, and is furthermore a menace to the codes of decency in the permission of such indiscriminate crowding, especially upon women passengers occupying seats in such open cars; and

Whereas, The traveling public of this city are entitled to and should demand the same degree of consideration and comfort that is enjoyed by the people of several large cities where standing in the aisles of open cars has been successfully abolished by the demands of the people for several years; therefore be it

Resolved, That the Committee on Railroads be and it is hereby respectfully requested to investigate the matter at an early date and to prepare and introduce an ordinance that will compel all surface lines of this city to enact such rules and regulations—"under a penalty if necessary"—as will prohibit standing in open cars to the discomfort of passengers traveling therein.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

By Alderman Byrne—

No. 2934.

Resolved, That permission be and the same is hereby given to Messrs. Conran Brothers to erect, place and keep an awning of iron and steel in front of the premises Nos. 189 and 191 Fort Greene place, in the Borough of Brooklyn, provided the dimensions of said awning shall not exceed those prescribed by law, the work to be done at their own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

By Alderman Cronin—

No. 2935.

Resolved, That permission be and the same is hereby given to Charles Ward Hall to erect a shed above the sidewalk, as shown upon the accompanying diagram, in front of the premises known as No. 140 Nassau street, and being at the northeast corner of Nassau and Beekman street, Borough of Manhattan, the said shed and extension being most desirable and necessary for the protection of passers-by during the reconstruction of the premises above mentioned, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

By the same—

No. 2936.

Resolved, That permission be and the same is hereby given to the Protestant Episcopal Mission Society to place, erect and keep an ice-water drinking-fountain on the sidewalk, near the curb, in front of their premises No. 21 Coenties slip, in the Borough of Manhattan, the work to be done and ice and water supplied at their own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

By Alderman Alt—

No. 2937.

Resolved, That permission be and the same is hereby given to Gustave Schmidt to move a house from the east side of Georgia avenue, one hundred feet north of Glenmore avenue, to the south side of Glenmore avenue, twenty-five feet east of Van Siclen avenue, in the Borough of Brooklyn, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

By the same—

No. 2938.

Resolved, That the Board of Public Improvements be and it is hereby respectfully requested to transmit to the Municipal Assembly an amendment to the ordinance regulating the rate of water rents in The City of New York, whereby no structure or out-building, except a stable or a dwelling, shall be subject to water tax, unless said structure or out-building is of the value of one hundred dollars or over, instead of fifty dollars, as at present.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

#### COMMUNICATIONS FROM THE COUNCIL RESUMED.

The President pro tem. laid before the Board the following communication transmitted from the Council:

No. 2939.

Resolved, That the Board of Estimate and Apportionment be and it hereby is requested to appropriate a sum not exceeding two thousand dollars (\$2,000) to provide for the expenses of a suitable celebration of the commencement of the work of construction of the proposed Rapid Transit system in the Borough of The Bronx, out of such funds as might be properly applicable thereto.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 2940.

Resolved, That permission be and the same is hereby given to Michael White to erect, keep and maintain a bootblack stand, within the stoop-line, in front of the premises No. 93 Borden avenue, Long Island City, Borough of Queens, subject to the conditions of the ordinance in such case made and provided, the work to be done at his own expense, under the direction of the Commissioner of Highways; such permission to continue only during the pleasure of the Municipal Assembly.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 2941.

Resolved, That the room on the west side of the ground floor of the former Village Hall, in Richmond Hill, formerly occupied by the Village Clerk of said village, and now vacant, be and the same is hereby set aside to be used by the Morris Park Hook and Ladder Company 1, of the Richmond Hill Fire Department.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

No. 2942.

Whereas, The Board of Estimate and Apportionment has duly transmitted to the Municipal Assembly a certain proposed ordinance granting to the West Tenth Street Connecting Railway Company franchises or privileges for constructing, maintaining and operating a street surface railroad through, upon and along certain streets, avenues and highways in The City of New York, said Board having found the compensation in said ordinance originally proposed to be paid to be inadequate, and having fixed, adopted and determined the terms upon which such franchises or privileges should be granted to be as follows:

Fourth—The said West Tenth Street Connecting Railway Company shall, for and during the first five years after the commencement of the operation of any portion of its railroad, annually, on November 1, pay into the treasury of the City, to the credit of the Sinking Fund thereof, three per cent. of its gross receipts for and during the year ending September 30 next preceding; and after the expiration of such five years make a like annual payment into the treasury of the City, to the credit of the same fund, of five per cent. of its gross receipts, as required by section 95 of the Railroad Law, but such percentage of gross receipts shall not be less than one hundred and fifty (150) dollars annually for the first five years, and not less than three hundred (300) dollars annually thereafter.

That but one fare shall be exacted for passage over the railroad constructed under this grant and over the lines of any railroad system or systems operated in connection therewith, and that the gross receipts from joint business shall be divided in the proportion that the length of said railroad operated hereunder shall bear to the entire length of the railroad system or systems which shall be operated in connection therewith, and of the railroad to be constructed hereunder.

Wherever and whenever this connecting railway shall make it possible for the cars of a non-percentage paying line to operate upon the tracks of a percentage paying line, the former line shall keep a separate and accurate account of all fares collected from passengers who enter said cars upon the routes of percentage lines and account to the City for them, the same as if they had been collected by the percentage line, and to pay the same percentages thereon as is now provided by law to be paid by the company upon whose routes they operate; and

Whereas, Said proposed ordinance, with the amendments thereto suggested and recommended by the Board of Estimate and Apportionment, has been referred to the Railroad Committee of the Council; and

Whereas, Said Railroad Committee has so amended said proposed ordinance in accordance with such suggestions and recommendations, and has made its report to its house to that effect; now therefore be it

Resolved, That the report of the Railroad Committee of the Council be and the same hereby is approved, ratified and confirmed; and further

Resolved, That the proposed ordinance in said report contained be and the same hereby is approved; further

Resolved, That if the Board of Aldermen concur, said proposed specific grant as amended, the terms of which have been duly approved by resolution of the Board of Estimate and Apportionment embodied in the form of an ordinance, with all the terms and conditions, including the provisions as to rates, fares and charges, be published at least twenty (20) days in the City Record, and at least twice in two daily newspapers published in the City, to be designated by the Mayor, at the expense of the proposed grantee.

The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative.

#### REPORTS AGAIN RESUMED.

No. 2829.—(S. O. 211.)

The Committee on Law, to whom was referred the annexed ordinance of the Council in favor of amending section 3 of title 2 of the ordinance and laws regulating licenses in The City of New York, respectfully

#### REPORT:

That, having examined the subject, they recommend that the annexed substitute ordinance be adopted.

#### AN ORDINANCE to amend the General License Ordinance.

Be it Ordained by the Municipal Assembly of The City of New York, as follows:

That section 3 of title 2 of the ordinance and laws regulating licenses in the City of New York be amended to read as follows:

Title II. Licenses and License Fees, Section 3.—All licenses shall be granted by authority of the Mayor and issued by the Bureau of Licenses for a term of one year from the date thereof, unless sooner suspended or revoked by the Mayor, and no person shall be licensed except a citizen of the United States or one who has regularly declared his resolution to become a citizen and a resident of The City of New York.

#### (Substitute Resolution.)

#### AN ORDINANCE to amend the General License Ordinance.

Be it Ordained by the Municipal Assembly of The City of New York, as follows:

That section 3 of title 2 of the ordinance and laws regulating licenses in the City of New York be amended to read as follows:

Title II. Licenses and License Fees, Section 3.—All licenses shall be granted by authority of the Mayor and issued by the Bureau of Licenses for a term of one year from the date thereof, unless sooner suspended or revoked by the Mayor, and no person shall be licensed except a citizen of the United States or one who has regularly declared his intention to become a citizen, and a resident of the City of New York. This amendment shall apply only to special and public hack coaches and cabs.

GEORGE A. BURRELL, JOSEPH A. FLINN, OWEN J. MURPHY, ARMITAGE MATHEWS, JACOB J. VELTEN, ISAAC MARKS, Committee on Law.

Which was laid over.

Subsequently, on motion of Alderman Otten, the action of the Board by which the foregoing report was laid over was reconsidered.

The President pro tem. then put the question whether the Board would agree with said report and adopt said substituted ordinance.

Which was decided in the negative by the following vote, a majority of all the members elected having failed to vote in favor thereof:

Affirmative—Aldermen Alt, Byrne, Cardani, Calkin, Delano, Diemer, Flinn, Geiser, Keely, Mathews, McGrath, Metzger, Muh, Osaman, Otten, Rotimann, Twomey, and the Vice-President—18.

Negative—Aldermen Bridges and Cronin—2.

Excused—Aldermen Goodman and Wacker—2.

Alderman Otten moved that the vote by which the foregoing report and ordinance was laid over be reconsidered.

The President pro tem. put the question whether the Board would agree with said motion. Which was decided in the affirmative.

The paper was then, on motion of Alderman Otten, made a special order for the next meeting at 2.30 o'clock.

Notwithstanding the roll-call on the foregoing report and ordinance a quorum was present, though not voting.

No. 2693.—(G. O. 290.)

The Committee on Finance, to whom was referred an April 30, 1901 (Minutes, page 264), the annexed resolution and report of the Council in favor of an issue of Corporate Stock, \$35,000, for water-mains in The Bronx and Riker's Island, respectfully

#### REPORT:

That, having examined the subject, they believe the proposed issue to be necessary. They therefore recommend that the said resolution and report be concurred in.

ROBERT MUH, MICHAEL KENNEDY, ELIAS GOODMAN, JOHN T. McMAHON, JOSEPH GEISER, JACOB J. VELTEN, Committee on Finance.

#### (Papers referred to in preceding Report.)

The Committee on Finance, to whom was referred the annexed resolution in favor of authorizing issue of Corporate Stock to the amount of \$35,000 for water-mains in the Borough of The Bronx and on Riker's Island (page 10, Minutes, January 7, 1901), respectfully

#### REPORT:

That, having examined the subject, they believe the proposed issue to be necessary. They therefore recommend that the said resolution be adopted.

Whereas, The Board of Estimate and Apportionment on December 27, 1900, adopted the following resolution:

Resolved, That, pursuant to the provisions of section 178 of the Greater New York Charter, the Comptroller be authorized, subject to concurrence herewith by the Municipal Assembly, to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to the amount of thirty-five thousand dollars (\$35,000), the proceeds whereof shall be applied to the work of laying water-mains in Hunt's Point road, from Lafayette avenue to Manida street, and in Manida street, between Hunt's Point road and the East river, Borough of The Bronx, across the East river to Riker's Island, and on Riker's Island where necessary, with the necessary stop-cocks, hydrants and connections.

Resolved, That the Municipal Assembly hereby concurs in the said resolution and that the Comptroller be and hereby is authorized to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to the amount of thirty-five thousand dollars (\$35,000), the proceeds whereof shall be applied to the work of laying water-mains in Hunt's Point road, from Lafayette avenue to Manida street, and in Manida street, between Hunt's Point road and the East river, Borough of The Bronx, across the East river to Riker's Island, and on Riker's Island where necessary, with the necessary stop-cocks, hydrants and connections.

A true copy of resolution adopted by the Board of Estimate and Apportionment December 27, 1900.

CHAS. V. ADER, Clerk.

FRANK J. GOODWIN, ADAM H. LEICH, HENRY FRENCH, CONRAD H. HESTER, JOSEPH F. O'GRADY, Committee on Finance.

Which was laid over.



No. 2638.—(S. O. 212.)  
The Committee on Finance, to whom was referred the annexed communication and resolution from the President of the Borough of Queens, touching the request of the issuance of bonds to the amount of \$100,000, the proceeds of which are to be applied to the paving of streets in the Borough of Queens, which was referred to the said Committee on April 30, 1901 (page 270, Minutes, April 30, 1901), respectfully

REPORT:  
That, having examined the subject, they recommend for adoption the annexed resolution.  
Resolved, That the Board of Estimate and Apportionment be and it is hereby respectfully requested to issue bonds to the amount of \$100,000, the proceeds of which are to be applied to the repaving of streets in the Borough of Queens.  
ROBERT MUH, MICHAEL KENNEDY, ELIAS GOODMAN, JOHN T. McMAHON, JOSEPH GEISER, JACOB J. VELTEN, Committee on Finance.

THE CITY OF NEW YORK,  
OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS,  
LONG ISLAND CITY, April 29, 1901.

To the Honorable the Board of Aldermen, City of New York, Hon. THOS. F. WOODS, President:  
GREETING—The undersigned hereby certifies that the resolution, copy of which is hereto annexed, relative to the recommendation made to the Municipal Assembly and the Board of Estimate and Apportionment, City of New York, that they promptly cause the issuance of bonds to the amount of \$100,000, the proceeds of which are to be applied to the repaving of streets in the Borough of Queens, was duly adopted by the Local Board of the borough aforesaid at its meeting held April 26, 1901.

Yours truly,  
FREDERICK BOWLEY, President.

The Local Board of the Borough of Queens, City of New York, in meeting assembled on April 26, 1901, hereby

Resolves, That, in order that the Commissioner of Highways, City of New York, may be better enabled to make more satisfactory response to the pressing demands for repaving in sections of this borough, the area of which is thrice as large as any other borough within the Greater New York, that recommendation be and hereby is made to the Municipal Assembly and the Board of Estimate and Apportionment, City of New York, that they promptly authorize the issuance of bonds to the amount of one hundred thousand dollars, the proceeds of which are to be applied to such repaving in said borough.

Which was made a special order for the next meeting at 2.30 o'clock.

No. 2820.—(S. O. 213.)  
The Committee on Finance, to whom was referred on May 14, 1901 (Minutes, page 410), the annexed resolution and report of the Council in favor of an issue of Corporate Stock, \$500,000, for sanitary protection of the Croton watershed, respectfully

REPORT:  
That, having examined the subject, they believe the proposed issue to be necessary.  
They therefore recommend that the said resolution and report be concurred in.  
ROBERT MUH, MICHAEL KENNEDY, ELIAS GOODMAN, JOHN T. McMAHON, JOSEPH GEISER, JACOB J. VELTEN, Committee on Finance.

(Paper referred to in preceding Report.)

The Committee on Finance, to whom was referred the annexed resolution in favor of authorizing issue of Corporate Stock to the amount of \$500,000 for the sanitary protection of the Croton watershed (page 287, Minutes, January 22, 1901), respectfully

REPORT:  
That, having examined the subject, they believe the proposed issue to be necessary.  
They therefore recommend that the said resolution be adopted.

Whereas, The Board of Estimate and Apportionment, at meeting held January 18, 1901, adopted the following resolution:

Resolved, That, subject to concurrence herewith by the Municipal Assembly, the Comptroller be authorized to issue Corporate Stock of The City of New York, in the manner provided by section 169 of chapter 378 of the Laws of 1897, to the amount of five hundred thousand dollars (\$500,000), to provide for the payment of expenses authorized to be incurred in connection with the sanitary protection of the Croton watershed, as provided by chapter 189 of the Laws of 1893.

Resolved, That the Municipal Assembly hereby concurs in the said resolution and authorizes the Comptroller to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to the amount of five hundred thousand dollars (\$500,000), the proceeds of which shall be applied to the payment of the expenses aforesaid.

Resolved, That, subject to concurrence herewith by the Municipal Assembly, the Comptroller be authorized to issue Corporate Stock of The City of New York, in the manner provided by section 169 of chapter 378 of the Laws of 1897, to the amount of five hundred thousand dollars (\$500,000), to provide for the payment of expenses authorized to be incurred in connection with the sanitary protection of the Croton watershed, as provided by chapter 189 of the Laws of 1893.

A true copy of resolution adopted by the Board of Estimate and Apportionment January 18, 1901.

CHAS. V. ADEE, Clerk.  
FRANK J. GOODWIN, ADAM H. LEICH, HENRY FRENCH, CONRAD H. HESTER, JOSEPH F. O'GRADY, Committee on Finance.

Which was made a special order for the next meeting at 2.30 o'clock.

COMMUNICATIONS FROM THE COUNCIL AGAIN RESUMED.  
The President pro tem. laid before the Board the following further communication transmitted from the Council:

No. 2943.—(S. O. 214.)  
The Committee on Water Supply, to whom was referred the annexed ordinance in favor of laying water-mains in Jerome and Lafayette avenues, Borough of The Bronx (page 1297, Minutes, May 14, 1901), respectfully

REPORT:  
That, having examined the subject, they believe the proposed improvement to be necessary.  
They therefore recommend that the said ordinance be adopted.

AN ORDINANCE to provide for water-mains in Jerome and Lafayette avenues, Borough of The Bronx.

Be It Obtained by the Municipal Assembly of The City of New York, as follows:  
That, in pursuance of section 413 of the Greater New York Charter, the following resolution of the Board of Public Improvements, adopted by that Board on the 8th day of May 1901, be and the same hereby is approved, and the public work or improvement therein provided for is hereby authorized, viz.:

Resolved, by the Board of Public Improvements, That, in pursuance of section 413 of the Greater New York Charter, the laying of water-mains in Jerome avenue, between Tremont avenue and One Hundred and Seventy-sixth street, and in Lafayette avenue, between Hunt's Point road and Tiffany street, Borough of The Bronx, and the making of a contract or contracts for the same by the Commissioner of Water Supply, be and the same is hereby authorized and approved, the cost of said public work or improvement to be paid for from the appropriation for "Laying Croton Pipes, boroughs of Manhattan and The Bronx," for 1901.

THOMAS F. FOLEY, EUGENE A. WISE, JOSEPH F. O'GRADY, WILLIAM A. DOYLE, HARRY C. HART, FRANCIS F. WILLIAMS, ADOLPH C. HOTTENROTH, Committee on Water Supply.

BOARD OF PUBLIC IMPROVEMENTS—CITY OF NEW YORK,  
No. 21 PARK ROW, BOROUGH OF MANHATTAN,  
NEW YORK, May 11, 1901.

To the Honorable the Municipal Assembly of The City of New York:

SIRS—I inclose herewith, for the action of your Honorable Body, a form of ordinance approved by this Board at the meeting held on the 8th instant providing for the laying of water-mains in Jerome avenue, between Tremont avenue and One Hundred and Seventy-sixth street, and in Lafayette avenue, between Hunt's Point road and Tiffany street, Borough of The Bronx.

The laying of these mains is recommended by the Commissioner of Water Supply, who states that there are 13 houses on Jerome avenue and a convent on Lafayette avenue requiring water supply and fire protection. The estimated cost is \$6,100.

Respectfully,  
JOHN H. MOONEY, Secretary.

Which was made a special order for the next meeting, at 2.30 o'clock.

MOTIONS, ORDINANCES AND RESOLUTIONS AGAIN RESUMED.

No. 2944.

By the Vice-President—  
Whereas, Divine Providence has seen fit to remove from among us Patrick J. Gleason, formerly Mayor of Long Island City, now incorporated in The City of New York; and  
Whereas, Patrick J. Gleason during his lifetime has been a prominent figure in official life, and had endeared himself to a vast multitude of friends by his sterling qualities; therefore be it  
Resolved, That we, the members of the Board of Aldermen of The City of New York, hereby deplore the sudden demise of said Patrick J. Gleason and offer to the surviving members of his family our sympathy in their bereavement.

Resolved, That a copy of these resolutions, suitably engrossed and duly authenticated by the City Clerk, be forwarded to the family of the deceased; and be it further  
Resolved, That, as an additional mark of respect, this Board do now adjourn.  
The President pro tem. put the question whether the Board would agree with said resolution. Which was decided in the affirmative by a rising vote.  
And the President pro tem. declared that the Board stood adjourned until Tuesday, May 28, 1901.

MICHAEL F. BLAKE, Clerk of the Board of Aldermen.

## FIRE DEPARTMENT.

TRANSACTIONS FROM APRIL 29 TO MAY 4, 1901, INCLUSIVE.

COMMUNICATIONS RECEIVED AND DISPOSED OF.  
Filed.

From Chief of Department—  
1. Recommending that permits be obtained from the Department of Highways and Public Buildings, Lighting and Supplies for the following purposes:

To lay a 3-inch subsidiary duct from manhole to lamp-post, southeast corner of One Hundred and Twenty-fourth street and St. Nicholas avenue.

To run a house-top lamp from quarters of Engine 15, No. 269 Henry street to the residence of Chief of Battalion, No. 23 Montgomery street.

To open street pavement southeast corner of One Hundred and Twenty-fourth street and St. Nicholas avenue. Recommendation approved.

2. Recommending that the application of the New York Telephone Company to place cross-arms and wires on Department telegraph poles Williamsbridge be granted. Recommendation approved.

3. Recommending that requisition be made on the Municipal Civil Service Commission for an eligible list from which to promote two Firemen to Engineers of Steamer, boroughs of Manhattan and The Bronx. Recommendation approved.

4. Transmitting waivers of promotion from Fireman 2d grade Charles Coldhath, Engine 131, and Fireman 1st grade Joseph A. Schick, Engine 144, to the position of Engineer of Steamer, boroughs of Manhattan and The Bronx, and that Fireman 1st grade William J. Dimbleby, Engine 1, be promoted to Engineer of Steamer. Copy of waiver forwarded Municipal Civil Service Commission.

5. Returning requests of Police Department for certificates of inspection of certain premises, with reports thereon as follows:

Law complied with at Apollo Music Hall, Wallack's Theatre, Daly's Theatre, Murray Hill Theatre, Lyceum Theatre, New York Theatre, The Casino, Bijou Theatre, Borough of Manhattan, and the Academy of Music, Borough of Brooklyn.

Law not complied at Eden Music, Borough of Manhattan, and Bushwick Music Hall, East New York Music Hall and West End Casino, Borough of Brooklyn. Police Department notified.

6. Recommending discontinuance of legal proceedings against premises Nos. 44 and 46 East Twelfth street, law having been complied with. Recommendation approved.

7. Reporting, on complaint of A. C. Searles, of an indebtedness of a member of the Uniformed Force.

8. Recommending that the names of Assistant Foreman George J. Fox and Fireman 2d grade Eugene J. Rabel, Engine 14, be entered on the Roll of Merit for meritorious service attended with personal risk at fire No. 252 Sixth avenue, on 19th instant. Approved and ordered.

9. Recommending that the Municipal Assembly be requested to authorize an appropriation by the Board of Estimate and Apportionment of \$75,000 for the purpose of making necessary repairs to the fire-boats "The New Yorker" and "Zophar Mills." Recommendation approved and application made to the Municipal Assembly, pursuant to subdivision 8, section 188 of the Charter, to authorize the issue of bonds to defray the cost of making the repairs.

From Fire Marshal, boroughs of Brooklyn and Queens—Report of fires for week ending 26th instant.

From Foreman Engine 19—Reporting loss and recovery of box key 1121, by Fireman William Brazzelli.

From Foreman Engine 27—Reporting new horse on trial as suitable for the service. Notify Chief of Battalion in charge Hospital and Training Stable.

### Referred.

From Police Department—Requesting certificate of inspection of the Columbia Casino, One Hundred and Tenth street and Broadway, and the Broadway Theatre, Borough of Manhattan, and the Sea Beach Palace, Coney Island, Borough of Brooklyn. To the Chief of Department.

From the Department of Public Buildings, Lighting and Supplies—Permit to alter lamp-post southeast corner West and Beach streets. To Chief of Department.

From Commissioners of the Sinking Fund—Certified copy of resolution adopted April 25, 1901, canceling the lease of premises formerly occupied by Engine 71, at No. 876 Railroad avenue. To Bookkeeper.

From Wolfe, Kohn & Ullman, attorneys—Notifying the Department that premises occupied by Hook and Ladder 2, southeast corner Fifth street and Lexington avenue, is in a dangerous condition. To the Buildings Superintendent.

From Carroll Sprigg, attorney—Requesting reinspection of premises No. 13 and 15 West Twenty-fourth street. To Chief of Department.

From S. F. Hayward & Co.—Requesting permission to place a lighter for engine boilers on trial without expense to the Department. To Chief of Construction and Repairs to Apparatus.

From the Secretary of the Germania Insurance Company—Complaining that the tenants of Nos. 186 and 188 Wooster street do not close their iron window shutters after business hours. To Department of Buildings.

From Fireman Engine 18—Reporting chimney fire on 26th instant at No. 140 West Eleventh street. To Inspector of Combustibles.

From Foreman Engine 30—Reporting violation of section 764 of the Charter, premises Nos. 528 and 530 Washington street. To Inspector of Combustibles.

From Foreman Engine 33—

1. Reporting violation section 95, Building Code, premises No. 143 Bleecker street. To Department of Buildings.

2. Reporting violation of section 765 of the Charter, premises Nos. 46 and 48 East Houston street. To Inspector of Combustibles.

From Foreman Engine 39—

1. Reporting defective chimney-flue, premises Nos. 634 and 636 Madison avenue. To Fire Marshal.

2. Reporting violation of section 106, Building Code, premises Nos. 634 and 636 Madison avenue. To Department of Buildings.

From Foreman Engine 55—Reporting violation of section 4, Building Code, premises Nos. 173 and 181 Canal street. To Department of Buildings.

From Foreman Hook and Ladder 3—Reporting chimney fire on 27th instant, premises No. 212 East Eleventh street. To Inspector of Combustibles.

From Foreman Hook and Ladder 16—Reporting chimney fire on 27th instant, premises No. 302 East Seventy-third street. To Inspector of Combustibles.

### EXPENDITURES AUTHORIZED.

Boroughs of Manhattan and The Bronx.

Warner wheels.....	\$87 87
Paints, rope, lamps, etc.....	600 00
Callahan nozzles.....	180 00
Babcock extinguisher nozzles.....	21 00
Gauge-cocks, steam-cocks, check valves.....	311 50
Angle valves, air-cocks and globe valves.....	914 56
Lumber for Repair Shops.....	300 00
Archibald and Warner spokes.....	350 00
Japan varnish for Repair Shops.....	500 00
Paints, brushes, etc.....	85 00
Ring halters and muzzles.....	317 50
Leather for Repair Shops.....	350 00
Engine harness (double) and bridles.....	650 00
Spruce plank for buildings.....	235 00
Bardsley checking spring hinges.....	128 00
Remington typewriter and copying press.....	125 00
Kerosene and engine oil, grease compound, etc.....	700 00

APRIL 30, 1901.

### OPENING OF PROPOSALS.

In presence of the Commissioner and a representative of the Comptroller.  
In consequence of the illness of the Commissioner, the bids received this day were opened at his night quarters. At 10.30 A.M., the hour fixed for opening the bids at Headquarters of the



Department, the Secretary inquired if there was any objection on the part of the bidders to this course being pursued, and none having been made, the Secretary, the representative of the Comptroller, and such of the bidders as desired, proceeded to the night quarters of the Commissioner.

Affidavits as to due publication of advertisements in the City Record inviting proposals were read and filed and approved forms of contract were submitted.

Proposals were received as follows:

#### BOROUGH OF MANHATTAN AND THE BRONX.

##### For Furnishing 5,000 feet of 3-inch Rubber and Duck Woven Fire-hose.

No. 1. Peerless Rubber Manufacturing Company.....	\$5,750 00
No. 2. Empire Rubber Manufacturing Company.....	6,000 00
No. 3. Eureka Fire Hose Company.....	6,250 00
No. 4. Crescent Belting and Packing Company.....	7,250 00
No. 5. B. F. Goodrich Company.....	7,500 00
No. 6. New York Belting and Packing Company.....	7,500 00
No. 7. Gutta Percha and Rubber Manufacturing Company.....	7,500 00

—each with security deposit \$100, except the Crescent Belting and Packing Company, which submitted as security deposit a certified check for \$300.

The contract was awarded the Peerless Rubber Manufacturing Company, they being the lowest bidder, subject to approval of the sureties by the Comptroller. The unsuccessful bids were ordered on file.

#### COMMUNICATIONS RECEIVED AND DISPOSED OF.

##### Filed.

From Assistant Corporation Counsel—

1. Asking instructions concerning the disposition of proceedings against the United Charities building, No. 105 East Twenty-second street. Reply communicated.

2. Requesting instructions relative to proceedings against premises northwest corner Sixth avenue Forty-fourth street. The Assistant Corporation Counsel authorized to reopen judgment.

3. Requesting instruction relative to instituting proceedings against parochial schools. Reply communicated.

From Department of Buildings—Transmitting copy of letter forwarded to the complainant in the matter of alleged insufficient means of exit from the concert hall at Madison Square Garden.

From A. Schubart—Reiterating his complaint of violation of the Fire Laws at premises No. 327 Central Park, West. Reply communicated.

From William E. Rehm—Applying for a fire-line badge. Reply communicated.

From Department of Finance—Returning a number of vouchers charged against appropriation for "Apparatus, Supplies, etc.," for the year 1900, for correction. Bookkeeper notified and a copy of the communication forwarded Deputy Commissioner.

From Chief of Department—

1. Returning request of the Municipal Civil Service Commission for information concerning a rating of record of Fireman 1st grade Charles J. McCartie, and reporting that his name does not appear upon the Roll of Merit for meritorious services attended with personal risk. Copy of report communicated Municipal Civil Service Commission.

2. Forwarding report from the Deputy Chief of Department in charge of the boroughs of Brooklyn and Queens, recommending the discontinuance of legal proceedings against premises No. 26 Court street, Brooklyn, the law having been complied with. Recommendation approved.

3. Forwarding applications of the Manhattan Fire Alarm Company for permission to connect premises Nos. 90 and 94 Grand street with box 176 and No. 290 Eighth avenue with box 375, and recommending that permission be granted. Recommendation approved.

##### Referred.

From Police Department—Requesting certificates of inspection of the following premises: Montauk Theatre, Nos. 585 and 587 Fulton street; Perry's Glass Pavilion, Coney Island, Borough of Brooklyn.

Unity Music Hall, No. 2009 Third avenue, Borough of Manhattan.

To Chief of Department.

From his Honor the Mayor—Transmitting complaint from Samuel Meyers against a fireworks factory Cooper street, Borough of Brooklyn. To Inspector of Combustibles.

From the United Pneumatic Fire Alarm Signal Company—Requesting permission to install their manual alarm system in the Borough of Brooklyn by a special hand signal box placed in their various circuits. To the Deputy Commissioner.

From H. F. Knehl—Complaining of a dangerous bakery No. 70 Carmine street. To Buildings Superintendent.

From Foreman Engine 20—Reporting violation of section 4, Building Code, premises No. 85 Crosby street. To Department of Buildings.

From Foreman Engine 31—Reporting violation of section 764 of the Charter, premises No. 240 Lexington avenue. To Inspector of Combustibles.

From Foreman Engine 39—Reporting defective chimney flues, premises No. 37 East Sixty-third street and No. 52 East Seventy-second street. To Fire Marshal.

From Foreman Engine 55—Reporting violation of sections 87 and 103, Building Code, premises Nos. 144, 162, 164, 166, 172 and 178 Hester street. To Department of Buildings.

From Assistant Foreman Hook and Ladder 18—Reporting violation of section 762 of the Charter, premises No. 30 Norfolk street. To Bureau for Recovery of Penalties.

From Foreman Hook and Ladder 22—Reporting defective chimney flue, premises No. 16 West Ninety-fourth street. To Fire Marshal.

#### BILLS AND PAY-ROLLS AUDITED.

##### Boroughs of Manhattan and The Bronx.

Schedule 91 of 1900—

Apparatus, Supplies, etc..... \$1,936 72

Schedule 20 of 1901—

Salaries..... \$190,444 45

Schedule 22 of 1901—

Apparatus, Supplies, etc..... \$2,993 69

##### Boroughs of Brooklyn and Queens.

Schedule 68 of 1900—

Apparatus, Supplies, etc..... \$3,006 02

Schedule 13 of 1901—

Apparatus, Supplies, etc..... \$1,431 02

Schedule 14 of 1901—

Salaries..... \$144,198 29

#### APPOINTED.

Probationary Fireman Frank Nolan, as Fireman of the 4th grade, to take effect from May 1 and assigned to Hook and Ladder 20.

#### COMMUNICATIONS RECEIVED AND DISPOSED OF.

##### Filed.

From Department of Finance—

1. Approving sureties on the proposal of the Peerless Rubber Manufacturing Company for furnishing 5,000 feet of 3-inch fire-hose for use in the boroughs of Manhattan and The Bronx. Contractor notified to execute contract.

2. Advising that the Comptroller's certificate has been attached to contract of A. B. & W. T. Westervelt, for alterations quarters Hook and Ladder 16, No. 157 East Sixty-seventh street. Certificate attached to contract.

From Municipal Civil Service Commission—Certifying names of members of the Uniformed Force eligible for promotion to Engineer of Steamer.

From Fire Marshal, boroughs of Manhattan, The Bronx and Richmond. Report of fires for week ending April 27.

From Foreman Engine 22—Reporting new team of horses on trial suitable for the service. Notify Chief of Battalion in charge Hospital and Training Stable.

From Chief of the Department—

1. Submitting a list of places which upon reinspection has been found to comply with the provisions of section 762 of the Charter. Copy forwarded to Assistant Corporation Counsel.

2. Returning communication from the Citizens' Fire Engine Company of Pleasant Plains, Borough of Richmond, with report of the Assistant Fire Marshal of that borough, stating that the reason why the company did not apply for an appropriation, under chapter 512 of 1899, was that until April, 1901, it had no proper equipment. Copy report forwarded.

3. Returning communication from Constitution Hook and Ladder Company 1, of Richmond Valley, Borough of Richmond, with report of the Assistant Fire Marshal of that borough

thereon, and recommending that the Board of Estimate and Apportionment be requested to appropriate \$1,000 for the maintenance of the company for the year 1901. Recommendation approved and application made to the Board of Estimate and Apportionment.

4. Forwarding application of the Manhattan Fire Alarm Company for permission to connect No. 1389 Third avenue with box 636 and recommending that permission be granted. Recommendation approved.

5. Recommending that the Municipal Civil Service Commission be requested to appoint an early date for the examination of 1st grade Firemen who are applicants for promotion to rank of Engineer of Steamer and that the present eligible list be discontinued. Recommendation approved.

6. Recommending that an architect be appointed to prepare plans and specifications for a repair shop to be erected on site northeast corner of Twelfth avenue and Fifty-sixth street. Approved, and Horgan & Slattery, architects, appointed to prepare the plans and specifications for the building, the cost not to exceed \$200,000, including architects' fees.

7. Returning requests of the Police Department for certificates of inspection of certain premises, with reports thereon, as follows:

Law complied with at Savoy Theatre, Columbia Casino and the Theatre Republic, Borough of Manhattan. Police Department notified.

##### Referred.

From Police Department—Requesting certificates of inspection of the following premises:

Savoy Theatre, Nos. 112 and 114 West Thirty-fourth street, Manhattan.

Garden of Italy, No. 469 East One Hundred and Fifty-first street, Bronx.

Criterion Theatre, Nos. 968 and 970 Fulton street, Brooklyn.

Palm Garden, No. 275 Hamburg avenue, Brooklyn.

To Chief of Department.

From William B. Ogden—Complaining of a defective chimney flue at No. 358 Seventh avenue. To Fire Marshal.

From Foreman Hook and Ladder 1—Reporting violation of section 762 of the Charter, premises Nos. 49 and 51 Chambers street. To Bureau for the Collection of Penalties.

From Foreman Hook and Ladder 5—Reporting chimney fire, premises No. 661 Washington street, on 30th ultimo. To Inspector of Combustibles.

From Assistant Foreman Hook and Ladder 14—Reporting defective chimney flue, premises No. 305 East One Hundred and Twenty-fourth street. To Fire Marshal.

#### TRIALS.

##### Boroughs of Brooklyn and Queens.

Fireman 1st grade Bennett H. Clark, Engine 149, for "absence without leave," (two specifications). Fined five days' pay.

Fireman 1st grade Thomas McDermott, Engine 149, for "absence without leave" and "under the influence of liquor, drug or compound." Fined one day's pay.

Fireman 1st grade Alexander G. Roberts, Engine 147, for "absence without leave." Fined five days' pay.

Fireman 1st grade Louis Hamburger, Engine 144, for "absence without leave" and "disrespect to superior officer." Fined five days' pay.

Fireman 1st grade Terence F. Carey, Engine 102, for "violation of section 195, Rules and Regulations." Charge dismissed.

Engineer of Steamer John J. Galvin, Engine 115, for "neglect of duty." Reprimanded.

Engineer of Steamer James W. Dally, Engine 115. Reprimanded.

##### Boroughs of Manhattan and The Bronx.

Fireman 3d grade Timothy Sullivan, Engine 5, for "disobedience of orders" and "disrespectful language to superior officer." Fined ten days' pay.

Fireman 1st grade James G. Darling, Engine 16, for "absence without leave." Dismissed the service of the Department, to take effect from 8 A. M. 3d instant.

Fireman 4th grade Patrick J. Flaherty, Hook and Ladder 3, for "neglect of duty." Fined three days' pay.

Engineer of Steamer Albert J. Stuart, Engine 103, detailed to Engine 17. Rehearing on charge of "neglect of duty," for which he was tried and found guilty April 18 ultimo. The accused was represented by counsel. Additional testimony was taken, the accused was found not guilty of the charge and it was ordered that the penalty heretofore imposed be revoked and that he be transferred.

Fireman 1st grade Charles A. Leed, Engine 2, for "violation of section 231, Rules and Regulations." Fined two days' pay.

Fireman 1st grade Charles G. Mutzel, Engine 23, for "absence without leave." Fined two days' pay.

Fireman 1st grade Alexander Boyd, Hook and Ladder 3, for "absence without leave." Fined three days' pay.

Fireman 1st grade William Tilley, Hook and Ladder 22, for "neglect of duty." Fined two days' pay.

Fireman 1st grade Michael J. Murray, Engine 69, for "violation of section 67, Rules and Regulations," "disrespect to superior officer," and "absence without leave." Trial postponed.

#### DECISIONS

on charges preferred against members of the Uniformed Force, boroughs of Brooklyn and Queens, who were tried April 18 and decisions deferred:

Fireman 1st grade William Pollard, Engine 108. Fined five days' pay.

Fireman 1st grade Francis J. McBride, Engine 124. Charge dismissed.

Fireman 2d grade James P. Higgins, Hook and Ladder 55. Charge dismissed.

Fireman 1st grade John Dowd, Hook and Ladder 67. Charge dismissed.

Ordered, That hereafter all trials of members of the Uniformed Force in the boroughs of Brooklyn and Queens be held on each alternate Wednesday, at the Headquarters of the Department Borough of Brooklyn.

#### COMMUNICATIONS RECEIVED AND DISPOSED OF.

##### Filed.

From his Honor the Mayor—Transmitting reports of the Commissioners of Accounts of examination of the Life Insurance and Relief Funds for the year 1900.

From Chief of Construction and Repairs to Apparatus—

1. Reporting on application of James R. O'Beirne for a test of fuel oil as a substitute for kerosene coal. Recommendation approved and the use of an old engine authorized for the purpose of making test.

2. Returning request of S. F. Hayward Company for permission to place boiler lighters on trial, recommending that the request be denied. Recommendation approved.

From Chief of Department—

1. Forwarding applications of the Manhattan Fire Alarm Company for permission to connect premises Nos. 80, 82, 83 and 85 Greene street with box 217, No. 397 West street with box 281, and Nos. 343 to 347 Fulton street, Brooklyn, with box 92, and recommending that the application be granted. Recommendation approved.

2. Recommending prosecution for failure to comply with the provisions of section 762 of the Charter, premises Nos. 335 to 355 Schermerhorn street, Brooklyn. Recommendation approved.

3. Returning requests of Police Department for inspection of certain premises, with reports thereon, as follows:

Law complied with Orpheum and Brooklyn Music Hall, Borough of Brooklyn.

Law not complied with Novelty Theatre, Borough of Brooklyn.

Police Department notified.

4. Forwarding new record of Fireman Walter H. Tompkins, Hook and Ladder 22, and recommending that the Municipal Civil Service Commission be requested to give him a new rating. Recommendation approved.

From Foreman Engine 12—Reporting death, on 23d instant, of Malachi Haley, retired Fireman.

##### Referred.

From Police Department—Requesting certificates of inspection of the following premises:

Irving Place Theatre, Fifteenth street and Irving place.

Koster & Bial's Music Hall, Nos. 145 and 147 West Thirty-fourth street.

Carnegie Music Hall, Seventh avenue, Fifty-sixth and Fifty-seventh streets.

To Chief of Department.

From Department of Finance—Requesting all information on file concerning claim of the Brooklyn Elevated Railroad Company for \$30,074.94, with interest, for use of the elevated structures as support for fire alarm telegraph wires. To Deputy Commissioner for report.

From Foreman Engine 56—

1. Reporting a chimney fire on 1st instant, premises No. 112 West Ninety-first street. To Inspector of Combustibles.

2. Reporting violation of section 762 of the Charter, premises No. 1 West Ninety-second street and Nos. 294 and 296 Central Park, West. To Bureau for Collection of Penalties.

From Foreman Engine 145—Reporting violation of section 762 of the Charter, premises Park Plaza Hotel, Sea Breeze avenue and West Fifth street, and the Sagamore Hotel and Albemarle Hotel, Surf avenue and West Eighth street, Borough of Brooklyn. To Bureau for Collection of Penalties.



EXPENDITURES AUTHORIZED.	
Boroughs of Manhattan and The Bronx.	
Coal for repair shops.....	\$45 00
Coal for various company quarters.....	950 00
Pump valves for La France engine 146.....	90 30
Buttons.....	234 35
Globes, check valves, steam cocks, etc.....	835 00
Boroughs of Brooklyn and Queens.	
Fuel.....	\$500 00
Expansion rings and valves.....	100 00
Kerosene oil.....	165 00
Wrought-iron turn coils.....	81 25

BILLS AUDITED.	
Schedule 23 of 1901—	
Apparatus, Supplies, etc.....	\$92 69

COMMUNICATIONS RECEIVED AND DISPOSED OF.

Filed.

From Chief of Department—

1. Recommending prosecution for failure to comply with section 762 of the Charter, premises No. 2 West Eighty-second street. Recommendation approved.
2. Forwarding application of Manhattan Fire Alarm Company to connect premises No. 25 West Twenty-third street with box 377 and recommending that the application be granted. Recommendation approved.
3. Returning requests of the Police Department for inspection of certain premises, with reports thereon, as follows:  
Law complied with at Unity Music Hall, Borough of Manhattan, and Montauk Theatre, Borough of Brooklyn.  
Law not complied with Garden of Italy, Borough of The Bronx, and at Palm Garden and Perry's Glass Pavilion, Borough of Brooklyn.  
Police Department notified.

Referred.

From Police Department—Requesting certificates of inspection of the Sloopchase Auditorium, Surf avenue, opposite Seventeenth street, and East New York Music Hall, No. 172 Seneca avenue, Borough of Brooklyn. To Chief of Department.

From Martin Wallace—Complimenting the Department for prompt and efficient work at a fire at No. 1710 Amsterdam avenue. To Chief of Department.

From Department of Highways—List of permits to open pavements for which no orders to restore the streets have been received. To Chief of Department.

From Foreman Engine 2—Reporting chimney fire on 3d instant, premises No. 550 West Forty-third street. To Inspector of Combustibles.

From Foreman Engine 25—Reporting chimney fire, premises No. 235 East Tenth street, on 3d instant. To Inspector of Combustibles.

From Foreman Engine 35—Reporting violations of section 103, Building Code, premises Nos. 180, 181, 183, 184, 185, 186, 187, 188, 194, 196, 201 and 215 Hester street. To Department of Buildings.

From Foreman Hook and Ladder 6—Reporting chimney fire, premises No. 89 Hester street, on 3d instant. To Inspector of Combustibles.

COMMUNICATIONS RECEIVED AND DISPOSED OF.

Filed.

From Municipal Civil Service Commission—Eligible list for Mason for Telegraph Branch.

From Fireman 1st grade Charles C. McNally, Engine 54, Theatre Detail—Reporting slight fire at Koster & Bial's Music Hall on 3d instant.

From Foreman Engine 57—Reporting death, on 1st instant, of Patrick O'Connell, detailed at Headquarters. Municipal Civil Service Commission notified.

From Chief of Department—

1. Recommending that application be made to the Empire City Subway Company (Limited), for duct space in subways in Lafayette place, from Great Jones to Eighth street, and in Beach street, from Hudson to West street. Recommendation approved.
2. Returning requests of the Police Department of an inspection of certain premises, with report thereon, as follows:  
Law complied with at Carnegie Music Hall, Irving Place Theatre, Koster & Bial's Music Hall, Borough of Manhattan, and at the West End Casino, Lawrence's Music Hall, East New York Music Hall, Perry's Glass Pavilion, and Sea Beach Palace, Borough of Brooklyn. Police Department notified.
3. Forwarding application of the Manhattan Fire Alarm Company for permission to connect premises No. 117 Hudson street with box 122, and recommending that permission be granted. Recommendation approved.

Referred.

From Charles Caldwell, attorney, and Samuel Hayes—In reference to indebtedness of members of the Uniformed Force. To Chief of Department.

From Baum Brothers—Complaining of dangerous condition of chimney, No. 22 Orchard street. To Fire Marshal.

From Foreman Engine 1—Reporting violation of section 762 of the Charter, premises No. 1177 Broadway, Hotel Coleman. To Bureau for Collection of Penalties.

From Foreman Engine 55—Reporting violation of section 103, Building Code, premises Nos. 165, 167, 169 and 171 Hester street. To Department of Buildings.

From Foreman Engine 58—Reporting violation of section 762 of the Charter, premises Nos. 3 and 5 West One Hundred and Twenty-second street, No. 25 East One Hundred and Twenty-fourth street, No. 62 West One Hundred and Twenty-fourth street and Nos. 22, 23, 24 and 25 Mount Morris avenue. To Bureau for Collection of Penalties.

From Foreman Hook and Ladder 4—Reporting defective chimney flue, premises No. 109 West Forty-seventh street. To Fire Marshal.

From Foreman Hook and Ladder 11—Reporting defective chimney flue, premises No. 620 East Fifth street. To Fire Marshal.

From Foreman Hook and Ladder 23—Reporting violation of section 762 of the Charter, premises Nos. 742 and 744 St. Nicholas avenue. To Bureau for Collection of Penalties.

BOROUGH OF BROOKLYN AND QUEENS.

COMMUNICATIONS RECEIVED AND DISPOSED OF.

Filed.

From Fire Marshal—Report of fires for week ending April 27.

From Inspector of Telegraph—Notice that box 3-346 had been placed in Bauland's Storage Warehouse, Nos. 30 to 34 St. Felix street. Deputy Chief of Department in charge notified.

From Chief of Department—Notice that Central Park Brewery Summer Garden had been connected with box 2-944. Company Commander of district notified.

Referred.

From Twenty-eighth Ward Taxpayers' Association—Requesting that fire alarm boxes be placed at corners of Gates and Hamburg avenues and Jefferson and Hamburg avenues. To Inspector of Telegraph.

From Foreman Engine 107—Reporting violation of section 762 of the Charter, premises southeast corner Liberty and Nassau streets. To Chief of Department.

From Foreman Engine 109—Reporting violation of section 762 of the Charter, premises No. 373 DeKalb avenue. To Chief of Department.

CHIMNEY FIRES.

From Commanding Officers—

Engine 102—At premises No. 180 Nelson street.

Engine 103—At premises No. 119 Union street.

Engine 104—At premises No. 180 Nelson street.

Engine 117—At premises No. 830 Broadway.

Engine 135—At premises No. 35 Madison street.

Engine 151—At premises No. 98 Rodney street.

Hook and Ladder 60—At No. 145 Lawrence street.

To Inspector of Combustibles.

From Foreman Engine 122—Reporting violations of the Building Code at certain premises. To Department of Buildings.

AUGUSTUS T. DOCHARTY, Secretary.

METEOROLOGICAL OBSERVATORY OF THE  
DEPARTMENT OF PARKS.

Central Park, New York—Latitude 40° 45' 58" N. Longitude 73° 57' 58" W. Height of Instruments above the Ground, 53 feet; above the Sea, 97 feet.

Abstract of Registers from Self-recording Instruments for the Week ending May 18, 1901.

DATE.		Barometer.							
		7 A. M.	9 P. M.	9 P. M.	MEAN FOR THE DAY.	MAXIMUM.		MINIMUM.	
MAY.		Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Reduced to Freezing.	Time.	Reduced to Freezing.	Time.
Sunday,	18	29.686	29.684	29.700	29.690	29.712	9 A. M.	29.668	8 A. M.
Monday,	19	29.735	29.726	29.876	29.779	29.930	12 P. M.	29.676	8 A. M.
Tuesday,	20	30.008	30.016	30.024	30.009	30.054	10 A. M.	29.930	8 A. M.
Wednesday,	21	30.072	30.070	30.050	30.058	30.090	9 A. M.	30.010	5 P. M.
Thursday,	22	30.108	30.100	30.024	30.064	30.110	9 A. M.	30.026	5 P. M.
Friday,	23	30.072	29.970	29.898	29.953	30.030	6 A. M.	29.890	12 P. M.
Saturday,	24	29.774	29.704	29.730	29.736	29.830	6 A. M.	29.698	5 P. M.

Mean for the week..... 29.899 inches.  
Maximum " at 9 A. M., May 19..... 29.930 "  
Minimum " at 6 A. M., May 23..... 29.668 "  
Range "..... .262 "

Thermometers.

DATE.		Thermometers.							
		7 A. M.	9 P. M.	9 P. M.	MEAN.	MAXIMUM.		MINIMUM.	
MAY.		Dry Bulb.	Wet Bulb.	Dry Bulb.	Wet Bulb.	Dry Bulb.	Time.	Dry Bulb.	Time.
Sunday,	18	59	55	68	57.3	71	7 P. M.	54	12 P. M.
Monday,	19	50	49	61	50.3	68	3 P. M.	50	6 A. M.
Tuesday,	20	53	49	64	58.0	64	2 P. M.	50	3 A. M.
Wednesday,	21	57	52	68	60.0	74	4 P. M.	53	3 A. M.
Thursday,	22	59	51	70	64.0	74	4 P. M.	53	3 A. M.
Friday,	23	60	59	68	61.0	69	7 P. M.	57	3 A. M.
Saturday,	24	56	55	55	54.3	58	6 A. M.	51	12 P. M.

Mean for the week..... 59.9 degrees.  
Maximum " at 4 P. M., 19th..... 74 "  
Minimum " at 5 A. M., 24th..... 50 "  
Range "..... 24 "

Wind.

DATE.		DIRECTION.						VELOCITY IN MILES.				FORCE IN POUNDS PER SQUARE FOOT.			
		7 A. M.	9 P. M.	9 P. M.	9 P. M.	9 P. M.	9 P. M.	7 A. M.	9 P. M.	9 P. M.	9 P. M.	7 A. M.	9 P. M.	9 P. M.	9 P. M.
Sunday,	18...	WNW	W	SSW	61	68	39	188	3	2	2 1/2	5	3-30 P. M.		
Monday,	19...	NW	WNW	WNW	72	48	40	160	0	1/4	3 1/2	4 1/2	10-30 A. M.		
Tuesday,	20...	W	S	SW	35	50	57	144	0	1	2 1/2	2 1/2	11-30 A. M.		
Wednesday,	21...	NW	SSE	SE	41	16	41	98	0	1/4	0	1 1/4	4-00 P. M.		
Thursday,	22...	N	WNW	SSW	6	29	93	58	0	0	0	1	5-03 P. M.		
Friday,	23...	SSW	SSE	SSE	21	54	65	132	0	1 1/2	3 1/2	3 1/2	2-40 P. M.		
Saturday,	24...	SSE	SE	ENE	40	37	27	110	3 1/2	0	1/4	1 1/4	11-15 P. M.		

Distance traveled during the week..... 899 miles.  
Maximum force..... 5 pounds.

DATE.		Hygrometer.						Clouds.			Rain and Snow. Ozone.				
		FORCE OF VAPOUR.			RELATIVE HUMIDITY.			CLEAR, OVERCAST, TO.			DEPTH OF RAIN AND SNOW IN INCHES.				
MAY.		7 A. M.	9 P. M.	9 P. M.	7 A. M.	9 P. M.	9 P. M.	7 A. M.	9 P. M.	9 P. M.	Time of Beginning.	Time of Ending.	Duration.	Amount of Water.	Depth of Snow.
Sunday,	18	.380	.290	.443	.371	.76	42	4 Cu.	9 Cir.	0	0 A. M.	2 A. M.	3.00	.01	0
Monday,	19	.133	.269	.289	.205	94	50	10	2 Cir.	0	3 A. M.	6-15 A. M.	3.15	.16	0
Tuesday,	20	.298	.343	.351	.339	75	57	0	8 Cir. Cu.	0					0
Wednesday,	21	.359	.420	.473	.433	75	60	3 Cir.	5 Cir. Cu.	0					0
Thursday,	22	.307	.354	.447	.374	64	48	0	9 Cir.	0					0
Friday,	23	.439	.443	.303	.430	88	64	0	4 Cir.	0					0
Saturday,	24	.449	.480	.374	.474	100	93	20	20	30	2-50 A. M.	12 P. M.	21.30	.65	0

Total amount of water for the week..... .65 inch.  
Duration for the week..... 1 day, 3 hours, 25 minutes.

DATE.		7 A. M.	9 P. M.
Sunday,	May 18	Mild, pleasant.	Mild, pleasant.
Monday,	" 19	Mild, overcast.	Mild, pleasant.
Tuesday,	" 20	Mild, pleasant.	Mild, cloudy.
Wednesday,	" 21	Mild, pleasant.	Mild, pleasant.
Thursday,	" 22	Mild, pleasant.	Warm, pleasant.
Friday,	" 23	Mild, pleasant.	Mild, pleasant.
Saturday,	" 24	Mild, raining.	Mild, drizzling.

DANIEL DRAPER, Ph. D., Director.



## DEPARTMENT OF PARKS.

THE CITY OF NEW YORK,  
DEPARTMENT OF PARKS,  
BOROUGH OF MANHATTAN AND RICHMOND,  
THE ARSENAL, CENTRAL PARK,  
May 21, 1901.

Supervisor of the City Record:

Sir—I beg to report the following action taken in connection with employees of this Department, boroughs of Manhattan and Richmond:

DISCHARGED, FOR ABSENCE WITHOUT LEAVE.

## Laborers.

Edward Moore, John Kehoe,  
Sylvester Ryan.

## Cottage Laborer.

John Hyatt.  
Respectfully,  
WILLIS HOLLY,  
Secretary, Park Board.

## OFFICIAL DIRECTORY.

STATEMENT OF THE HOURS DURING which the Public Offices in the City are open for business, and at which the Courts regularly open and adjourn, as well as of the places where such offices are kept and such Courts are held; together with the hours of Departments and Bureaus:

## EXECUTIVE DEPARTMENT.

## Mayor's Office.

No. 5 City Hall, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.  
ROBERT A. VAN WYCK, Mayor.  
ALFRED M. DOWNS, Private Secretary.

## Bureau of Licenses.

9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.  
DAVID J. ROSS, Chief of Bureau.  
Principal Office, Room 5, City Hall. GEORGE W. BROWN, Jr., Deputy Chief in Boroughs of Manhattan and The Bronx.

Branch Office, Room 12, Borough Hall, Brooklyn; WILLIAM H. JORDAN, Deputy Chief in Borough of Brooklyn.  
Branch Office, "Richmond Building," New Brighton, S. I.; WILLIAM H. McCANN, Deputy Chief in Borough of Richmond.  
Branch Office, "Hackett Building," Long Island City; PETER FLAHERTY, Deputy Chief in Borough of Queens.

## THE CITY RECORD OFFICE.

and Bureau of Printing, Stationery and Blank Books.  
No. 7 City Hall, 9 A. M. to 4 P. M.; Saturday, 9 A. M. to 12 M.  
WILLIAM A. BUTLER, Supervisor; SOLON BREWER, Deputy Supervisor; THOMAS C. COWELL, Deputy Supervisor and Accountant.

## MUNICIPAL ASSEMBLY.

## The Council.

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

## BOARD OF ALDERMEN.

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

## COMMISSIONERS OF ACCOUNTS.

Rooms 714 and 715 Stewart Building, 9 A. M. to 4 P. M.  
JOHN C. HENTLE and EDWARD OWEN, Commissioners.

## BOROUGH PRESIDENTS.

## Borough of Manhattan.

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

## Borough of The Bronx.

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

## Borough of Brooklyn.

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

## Borough of Queens.

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

## Borough of Richmond.

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

## BOARD OF ARMORY COMMISSIONERS.

THE MAYOR, ROBERT A. VAN WYCK, Chairman; THE PRESIDENT OF THE DEPARTMENT OF TAXES AND ASSESSMENTS, THOMAS L. FREITZER, Secretary; THE COMMISSIONER OF PUBLIC BUILDINGS, LIGHTING AND SUPPLIES, HENRY S. KRAVITZ; Brigadier-General JAMES McLELLAN and Brigadier-General McCORMACK BUTT, Commissioners.  
Address: THOMAS L. FREITZER, Secretary, Stewart Building.  
Office hours, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.

## PUBLIC ADMINISTRATOR.

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

## PUBLIC ADMINISTRATOR, KINGS COUNTY.

No. 126 Montague street, Brooklyn, 9 A. M. to 4 P. M., except Saturdays in June, July and August, 9 A. M. to 1 P. M.  
WM. B. DAVENPORT, Public Administrator.

## PUBLIC ADMINISTRATOR, QUEENS COUNTY.

No. 103 Third street, Long Island City.  
CHARLES A. WADSWORTH, Public Administrator.

## COMMISSIONERS OF THE SINKING FUND.

The Mayor, Chairman; BRIAN S. COLE, Comptroller; PATRICK KERRAN, Chamberlain; RANDOLPH GOUGHENBERGER, President of the Council; and ROBERT MUM, Chairman, Finance Committee, Board of Aldermen, Members. EDGAR J. LAVEY, Secretary.  
Office of Secretary, Room No. 12, Stewart Building.

## BOARD OF ESTIMATE AND APPORTIONMENT.

The Mayor, Chairman; THOMAS L. FREITZER (President, Department of Taxes and Assessments), Secretary; the COMPTROLLER, PRESIDENT OF THE COUNCIL and the CORPORATION COUNSEL, Members; CHARLES V. ADAMS, Clerk.

Office of Clerk, Department of Taxes and Assessments, Room 8, Stewart Building, 9 A. M. to 4 P. M. Saturdays, 12 M.

## AQUEDUCT COMMISSIONERS.

Room 307 Stewart Building, 15th floor, 9 A. M. to 4 P. M.  
JOHN J. RYAN, MATTHEW J. POWERS, WILLIAM H. TAYLOR, JOHN P. WINDOLPH and THE MAYOR and COMPTROLLER, Commissioners; HARRY W. WALKER, Secretary; WILLIAM R. HILL, Chief Engineer.

## DEPARTMENT OF FINANCE.

Stewart Building, Chambers street and Broadway, 9 A. M. to 4 P. M.  
BRIAN S. COLE, Comptroller.  
MICHAEL F. DALY, EDGAR J. LAVEY, Deputy Comptrollers.

## Auditing Bureau.

JOHN P. GOUGHENBERGER, Auditor of Accounts.  
F. L. W. SCHAFFNER, Auditor of Accounts.  
F. J. BARTON, Auditor of Accounts.  
MONROE GOUGHENBERGER, Auditor of Accounts.  
WILLIAM McKEOWN, Auditor of Accounts.  
DANIEL B. PHILLIPS, Auditor of Accounts.  
EDWARD J. CONNELL, Auditor of Accounts.  
FRANCIS R. CLAIR, Auditor of Accounts.  
WILLIAM J. LYON, Auditor of Accounts.  
JAMES F. McKENNY, Auditor of Accounts.  
PHILIP J. McEVITT, Auditor of Accounts.  
JEREMIAH T. MAHONEY, Auditor of Accounts.

## Bureau for the Collection of Assessments and Arrears.

EDWARD GILSON, Collector of Assessments and Arrears.  
EDWARD A. SLATTERY, Deputy Collector of Assessments and Arrears, Borough of Manhattan.  
JAMES E. STANFORD, Deputy Collector of Assessments and Arrears, Borough of The Bronx.  
MICHAEL O'KEEFE, Deputy Collector of Assessments and Arrears, Borough of Brooklyn.  
JOHN F. ROGERS, Deputy Collector of Assessments and Arrears, Borough of Queens.  
GEORGE HYLAND, Deputy Collector of Assessments and Arrears, Borough of Richmond.

## Bureau for the Collection of Taxes.

DAVID E. AUSTIN, Receiver of Taxes.  
JOHN J. McDONOUGH, Deputy Receiver of Taxes, Borough of Manhattan.  
JOHN E. DUNNEILL, Deputy Receiver of Taxes, Borough of The Bronx.  
JAMES B. BAILEY, Deputy Receiver of Taxes, Borough of Brooklyn.  
FREDERICK W. BURCKWOLD, Deputy Receiver of Taxes, Borough of Queens.  
MATTHEW S. TULLY, Deputy Receiver of Taxes, Borough of Richmond.

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

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

## Bureau of the City Chamberlain.

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

## Office of the City Paymaster.

No. 13 Chambers street and No. 55 Reade street.  
JOHN H. TOENBERGER, City Paymaster.

## BOARD OF PUBLIC IMPROVEMENTS.

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

## Department of Highways.

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

## Department of Sewers.

Nos. 13 to 21 Park Row, 9 A. M. to 4 P. M.  
JAMES KANE, Commissioner of Sewers.  
MATTHEW F. DONOHUE, Deputy for Manhattan.  
THOMAS J. BYRNE, Deputy for Bronx. Office, Third Avenue and One Hundred and Seventy-seventh street.  
WILLIAM BURNHAM, Deputy for Brooklyn. Office, Municipal Building, Room 42.  
MATTHEW J. GOLDNER, Deputy Commissioner of Sewers, Borough of Queens. Office, Hackett Building, Long Island City.  
HENRY P. MORRISON, Deputy Commissioner and Chief Engineer of Sewers, Borough of Richmond. Office, "Richmond Building," corner Richmond Terrace and York Avenue, New Brighton, S. I.

## Department of Bridges.

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

## Department of Water Supply.

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

## Department of Street Cleaning.

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

## Department of Buildings, Lighting and Supplies.

Nos. 13 to 21 Park Row, 9 A. M. to 4 P. M.  
HENRY S. KRAVITZ, Commissioner of Public Buildings, Lighting and Supplies.  
PETER J. DOOLIN, Deputy Commissioner for Manhattan.  
GEO. E. BRET, Deputy Commissioner for The Bronx.  
JAMES J. KRAVITZ, Deputy Commissioner for Brooklyn.  
JOHN FOWLER, Deputy Commissioner for Queens.  
EDWARD L. MILLER, Deputy Commissioner for Richmond.

## LAW DEPARTMENT.

Office of Corporation Counsel.  
Staats-Zeitung Building, 3d and 4th floors, 9 A. M. to 5 P. M.; Saturdays, 9 A. M. to 12 M.  
JOHN WHELAN, Corporation Counsel.

THOMAS CONNOLLY, W. W. LADD, JR., CHARLES BLANCHY, GEORGE HILL, Assistants.  
WILLIAM J. CARR, Assistant Corporation Counsel for Brooklyn.

Bureau for Collection of Arrears of Personal Taxes.  
Stewart Building, Broadway and Chambers street, 9 A. M. to 4 P. M.

JAMES C. SPENCER, Assistant Corporation Counsel.

## Bureau for the Recovery of Penalties.

Nos. 119 and 121 Nassau street.  
ADRIAN T. KERRAN, Assistant Corporation Counsel.

## Bureau of Street Opening.

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

## POLICE DEPARTMENT.

## Central Office.

No. 306 Mulberry street, 9 A. M. to 4 P. M.  
MICHAEL C. MURPHY, Commissioner.  
WILLIAM S. DEWEY, First Deputy Commissioner.  
BERNARD J. YORK, Second Deputy Commissioner.

## BOARD OF ELECTIONS.

## Borough of Manhattan.

No. 306 Mulberry street, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.  
Commissioners—JOHN R. VOORHEE (President), CHARLES B. PAGE (Secretary), JOHN MAGUIRE, MICHAEL J. DADY.

## Borough of Brooklyn.

No. 10 Smith street.

## Borough of The Bronx.

One Hundred and Thirty-eighth street and Mori Avenue.

## Borough of Queens.

Police Station, Astoria.

## Borough of Richmond.

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

## DEPARTMENT OF PUBLIC CHARITIES.

## Central Office.

Foot of East Twenty-ninth street, 9 A. M. to 4 P. M.  
JOHN W. KELLER, President of the Board; Commissioner for Manhattan and Bronx.  
THOMAS S. BRENNAN, Deputy Commissioner.  
ADOLPH H. GOETTING, Commissioners for Brooklyn and Queens, Nos. 126 and 128 Livingston street, Brooklyn.

EDWARD GLINER, Deputy Commissioner.  
JAMES FERRY, Commissioner for Richmond.

Plans and Specifications, Contracts, Proposals and Estimates for Work and Materials for Building, Repairs and Supplies, Bills and Accounts, 9 A. M. to 4 P. M.; Saturdays, 12 M.

Out-door Poor Department. Office hours, 8:30 A. M. to 4:30 P. M.

Department for Care of Destitute Children, No. 66 Third Avenue, 8:30 A. M. to 4:30 P. M.

## DEPARTMENT OF CORRECTION.

## Central Office.

No. 148 East Twentieth street. Office hours from 9 A. M. to 4 P. M.; Saturdays 10 to 12 M.  
FRANCIS J. LANTY, Commissioner.  
N. O. FANNING, Deputy Commissioner.  
JOHN MCKENNEY GRAY, Deputy Commissioner for Boroughs of Brooklyn and Queens.

## FIRE DEPARTMENT.

Office hours for all, except where otherwise noted, from 9 A. M. to 4 P. M.; Saturdays, 12 M.

## Headquarters.

Nos. 127 and 129 East Sixty-seventh street.  
JOHN J. SCANNELL, Fire Commissioner.  
JAMES H. TULLY, Deputy Commissioner, Boroughs of Brooklyn and Queens.

AUGUSTUS T. DOUGHERTY, Secretary.  
EDWARD F. CROOKER, Chief of Department and in Charge of Fire-alarm Telegraph.

JAMES DALL, Deputy Chief, in Charge of Boroughs of Brooklyn and Queens.

GEORGE R. MURRAY, Inspector of Combustibles.

PETER SEERY, Fire Marshal, Boroughs of Manhattan, The Bronx and Richmond.

ALONZO RYMAN, Fire Marshal, Boroughs of Brooklyn and Queens.

Central Office open at all hours.

Committee to examine persons who handle explosives meets Thursday of each week, at 2 o'clock P. M.

## DEPARTMENT OF DOCKS AND FERRIES.

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

## DEPARTMENT OF HEALTH.

Southwest corner of Fifty-fifth street and Sixth Avenue, 9 A. M. to 4 P. M.

Bureau for Burial and Contagious Diseases: Offices always open.

JOHN B. SEXTON, President, and WILLIAM T. JENKINS, M. D., JOHN B. COGGY, M. D., THE PRESIDENT OF THE POLICE BOARD, ex-officio, and the HEALTH OFFICER OF THE PORT, ex-officio, Commissioners.  
CARTER GOLDENBERG, Secretary pro tem.

CHARLES F. ROBERTS, M. D., Sanitary Superintendent.

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

EUGENE MONAHAN, M. D., Assistant Sanitary Superintendent, Borough of The Bronx.

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

OWEN L. LUK, M. D., Assistant Sanitary Superintendent, Borough of Queens.

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

## DEPARTMENT OF PARKS.

GEORGE C. CLAUSER, President, Park Board, Commissioner in Manhattan and Richmond.

WILLIS HOLLY, Secretary, Park Board.

Offices, Arsenal, Central Park.

GRINCE V. BROWN, Commissioner in Brooklyn and Queens.

Offices, City Hall, Brooklyn, and Litchfield Mansion, Prospect Park.

AUGUST MORRIS, Commissioner in Borough of The Bronx.

Offices, Zbrowski Mansion, Claremont Park.

Office hours, 9 A. M. to 4 P. M.; Saturdays, 12 M.

## Art Commissioners.

SAMUEL P. AVERY, DANIEL C. FRENCH, Commissioners.

## DEPARTMENT OF BUILDINGS.

Main Office, No. 400 Fourth Avenue, Borough of Manhattan. Office hours, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.

JAMES G. WALLACE, President of the Board of Buildings and Commissioner for the Boroughs of Manhattan and The Bronx.

JOHN GULFOVICH, Commissioner for the Borough of Brooklyn.

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

A. J. JOHNSON, Secretary.

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

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

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

## DEPARTMENT OF TAXES AND ASSESSMENTS.

Stewart Building, 9 A. M. to 4 P. M.; Saturdays, 12 M.  
THOMAS L. FREITZER, President of the Board; EDWARD C. SHERRY, ARTHUR C. SALMON, THOMAS J. PATTERSON, FREDERICK LAVEY, Commissioners; HENRY BERLINGSO, Chief Clerk.

## BUREAU OF MUNICIPAL STATISTICS.

Nos. 13 to 21 Park Row, Room 1212. Office hours from 9 A. M. to 4 P. M.; Saturdays, from 9 A. M. to 12 M.  
JOHN T. NAGLE, M. D., Chief of Bureau.  
Municipal Statistical Commissioner: FREDERICK W. GRUBE, LL. D., ANTONIO RABINOW, RICHARD T. WILSON, JR., ERNEST HARVEY, J. EDWARD JETTER, THOMAS GILLMAN.

## MUNICIPAL CIVIL SERVICE COMMISSION.

No. 345 Broadway, 9 A. M. to 4 P. M.  
CHARLES H. KNOX, President, ALFRED T. MARSH and WILLIAM N. DYKMAN, Commissioners.  
LEE PHILLIPS, Secretary.

## BOARD OF ASSESSORS.

Office, No. 300 Broadway, 9 A. M. to 4 P. M.  
EDWARD McCUE (President), EDWARD CARILL, THOMAS A. WILSON, PATRICK M. HAVERTY and JOHN B. MCKENNEY, Board of Assessors; WILLIAM H. JASPER, Secretary; THOMAS J. SHELLEY, Chief Clerk.

## DEPARTMENT OF EDUCATION.

## Board of Education.

Park Avenue and Fifty-ninth street, Borough of Manhattan, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.  
MILTON M. O'BRIEN, President; A. EMMERSON PALMER, Secretary.

School Board for the Boroughs of Manhattan and The Bronx.

Park Avenue and Fifty-ninth street, Borough of Manhattan.  
MILTON M. O'BRIEN, President; WILLIAM J. KILPATRICK, Secretary.

## School Board for the Borough of Brooklyn.

No. 123 Livingston street, Brooklyn. Office hours, 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M.  
CHARLES E. KORMAN, President; GEORGE G. BROWN, Secretary.

## School Board for the Borough of Queens.

Flushing, Long Island.  
PATRICK J. WHITE, President; JOSEPH H. FRIEDPATRICK, Secretary.

## School Board for the Borough of Richmond.

Savings Bank Building, Stapleton, Staten Island.  
WILLIAM J. COLE, President; ROBERT BROWN, Secretary.

## SHERIFF'S OFFICE.

Stewart Building, 9 A. M. to 4 P. M.  
WILLIAM F. GRIFF, Sheriff; HENRY P. MULVANY, Under Sheriff.

## SHERIFF'S OFFICE, KINGS COUNTY.

County Court-house, Brooklyn.  
9 A. M. to 4 P. M.; Saturdays, 12 M.  
WILLIAM WALTON, Sheriff; JAMES DUNN, Under Sheriff.

## SHERIFF'S OFFICE, QUEENS COUNTY.

County Court-house, Long Island City, 9 A. M. to 4 P. M.  
JAMES H. DE BRACKEN, Sheriff; JOSEPH C. McKEOWN, Under Sheriff.

## SHERIFF'S OFFICE, RICHMOND COUNTY.

County Court-house, Richmond, S. I., 9 A. M. to 4 P. M.  
FRANKLIN C. VERT, Sheriff.

## REGISTER'S OFFICE.

East side City Hall Park. Office hours from 9 A. M. to 4 P. M.; Saturdays, 9 A. M. to 12 M. During the months of July and August the hours are from 9 A. M. to 2 P. M.  
ISAAC FROMME, Register; JOHN VON GLAHN, Deputy Register.

## REGISTER, KINGS COUNTY.

Hall of Records. Office hours, 9 A. M. to 4 P. M., excepting months of July and August, then from 9 A. M. to 2 P. M., provided for by statute.  
JAMES H. HOWE, Register.  
WARREN C. TREWELL, Deputy Register.

## COMMISSIONER OF JURORS.



## COUNTY CLERK'S OFFICE.

Room 5, 3rd and 11 New County Court-house, 9 A. M. to 4 P. M.  
 WILLIAM SUMNER, County Clerk.  
 GEORGE H. FAIRBACH, Deputy.

## KINGS COUNTY CLERK'S OFFICE.

Hall of Records, Brooklyn, 9 A. M. to 4 P. M.  
 PERCE P. HUNTER, County Clerk.

## QUEENS COUNTY CLERK'S OFFICE.

Jamaica, N. Y., Fourth Ward, Borough of Queens.  
 Office hours, April 1 to October 1, 8 A. M. to 5 P. M.  
 October 1 to April 1, 9 A. M. to 5 P. M.; Saturdays, to 12 M.  
 County and Supreme Court held at the Queens County Court-house, Long Island City. Court opens 9:30 A. M., to adjourn 3 P. M.  
 JAMES J. HUNTER, County Clerk.  
 CHARLES THOMAS, Deputy County Clerk.

## RICHMOND COUNTY CLERK'S OFFICE.

County Office Building, Richmond, S. L., 9 A. M. to 4 P. M.  
 GEORGE M. MILLER, County Clerk.  
 CLEVELAND M. CORNELL, Deputy County Clerk.

## NEW EAST RIVER BRIDGE COMMISSION.

Commissioners' Office, No. 28 Broadway, Borough of Manhattan, New York, 9 A. M. to 4 P. M.  
 LEWIS MILES, President; JAMES W. BOYER, Vice-President; JAMES D. BRILL, Secretary; JULIAN D. FAIRCHILD, Treasurer; JOHN W. WISSE, SMITH E. LANE and THE MAYOR, Commissioners.  
 Chief Engineer's Office, No. 34 Broadway, Brooklyn, N. Y., 9 A. M. to 3 P. M.

## DISTRICT ATTORNEY.

New Criminal Court Building, Centre street, 9 A. M. to 4 P. M.  
 ROBERT A. PHILLIPS, District Attorney; WILLIAM J. MCKENNA, Chief Law Clerk.

## KINGS COUNTY DISTRICT ATTORNEY.

Office, County Court-house, Borough of Brooklyn, Hours, 9 A. M. to 5 P. M.  
 JOHN F. CLARKE, District Attorney.

## QUEENS COUNTY DISTRICT ATTORNEY.

Office, Queens County Court-house, Long Island City, 9 A. M. to 4 P. M.  
 JOHN B. MERRILL, District Attorney.  
 CLARENCE A. DREW, Chief Clerk.

## RICHMOND COUNTY DISTRICT ATTORNEY.

Fort Richmond, S. L.  
 EDWARD S. SAWYER, District Attorney.

## CORONERS.

Borough of Manhattan.  
 Office, New Criminal Court Building. Open at all times of day and night.  
 EDWARD T. FITZPATRICK, JAMES E. BAYSON, EDWARD W. HART, ARTHUR ZUCKA.

## Borough of The Bronx.

No. 96 East One Hundred and Sixty-sixth street. Open from 8 A. M. to 12 midnight.  
 ARTHUR MCOWEN, THOMAS M. LYNN.

## Borough of Brooklyn.

Office, Room 17, Borough Hall. Open all times of day and night, except between the hours of 12 M. and 1 P. M., on Sundays and holidays.  
 ARTHUR J. BERGER, GEORGE W. DELAP.

## Borough of Queens.

Office, Borough Hall, Fulton street, Jamaica, L. I.  
 PHILIP T. CROWLEY, LEONARD RIVIER, JR., and SAMUEL S. GUY, JR.  
 CHARLES J. SCHILLER, Clerk.

## Borough of Richmond.

No. 54 New York avenue, Rosetonk.  
 Open for the transmission of business all hours of the day and night.  
 JOHN SEAYES, GEORGE C. TRANTER.

## SURROGATES' COURT.

New County Court-house. Court open from 9 A. M. to 4 P. M., except Saturdays, when it closes at 12 M.  
 FRANK T. FERGUSON, ASHER C. THOMAS, SHERIDAN; WILLIAM V. LEARY, Chief Clerk.

## KINGS COUNTY SURROGATES' COURT.

Hall of Records, Brooklyn.  
 GEORGE H. ASHOT, Surrogate.  
 MICHAEL F. MCGILVER, Chief Clerk.  
 Court opens 10 A. M. Office hours, 9 A. M. to 4 P. M.

## COUNTY JUDGE AND SURROGATE.

County Office Building, Richmond, S. L.  
 STEPHEN D. STEVEN, County Judge.

## CHANGE OF GRADE DAMAGE COMMISSION, TWENTY-THIRD AND TWENTY-FOURTH WARD.

Room 38, Seamen's Building, No. 36 Broadway. Meetings, Mondays, Wednesdays and Fridays, at 3 P. M.  
 WILLIAM E. STILLINGS, Chairman; CHARLES A. JACKSON, OSCAR S. BAILEY, Commissioners.  
 LAMONT MCGILVER, Clerk.

## EXAMINING BOARD OF PLUMBERS.

Rooms, 14, 15 and 16, Nos. 149 to 151 Church street.  
 President, JOHN BENTLEY; Secretary, JAMES E. MCGONIGLE; Treasurer, EDWARD HALL, BURCH LECHE, P. J. ANDREWS, ex-officio.  
 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.

## KINGS COUNTY TREASURER.

Court-house, Room 14.  
 JOHN W. KIMBALL, Treasurer; THOMAS F. FARRELL, Deputy Treasurer.

## QUEENS COUNTY COURT.

County Court-house, Long Island City.  
 County Court opens at 9:30 A. M.; adjourns at 5 P. M.  
 County Judge's office always open at Flushing, N. Y.  
 HENRY S. MOORE, County Judge.

## THE COMMISSIONER OF RECORDS, KINGS COUNTY.

Room 1, Hall of Records. Office hours, 9 A. M. to 5 P. M.  
 GEORGE E. WALSH, Commissioner.  
 FRANK M. THORNTON, Deputy Commissioner.  
 THOMAS D. MCGILVER, Superintendent.  
 JOSEPH H. GIBBELL, Secretary.

## SUPREME COURT.

County Court-house, 30 3/4 A. M. to 4 P. M.  
 Special Term, Part I, Room No. 10.  
 Clerk's Office, Part I, Room No. 11.  
 Special Term, Part II, Room No. 12.  
 Clerk's Office, Part II, Room No. 13.  
 Special Term, Part III, Room No. 14.  
 Clerk's Office, Part III, Room No. 15.  
 Special Term, Part IV, Room No. 16.  
 Clerk's Office, Part IV, Room No. 17.  
 Special Term, Part V, Room No. 18.  
 Clerk's Office, Part V, Room No. 19.  
 Special Term, Part VI, Room No. 20.  
 Clerk's Office, Part VI, Room No. 21.  
 Special Term, Part VII, Room No. 22.  
 Clerk's Office, Part VII, Room No. 23.  
 Trial Term, Part I, Room No. 24.  
 Trial Term, Part II, Room No. 25.  
 Trial Term, Part III, Room No. 26.  
 Trial Term, Part IV, Room No. 27.  
 Trial Term, Part V, Room No. 28.  
 Trial Term, Part VI, Room No. 29.  
 Trial Term, Part VII, Room No. 30.  
 Trial Term, Part VIII, Room No. 31.  
 Trial Term, Part IX, Room No. 32.  
 Trial Term, Part X, Room No. 33.  
 Trial Term, Part XI, Room No. 34.  
 Trial Term, Part XII, Room No. 35.  
 Appellate Term, Room No. 36.  
 Clerk's Office, Appellate Term, Room No. 37.  
 Naturalization Bureau, Room No. 38.  
 Assignment Bureau, Room No. 39.  
 Justices—GEORGE C. BARRETT, ABRAHAM E. LAWRENCE, CHARLES H. TRUX, CHARLES F. MACLEAN, JAMES FITZGERALD, MILLS BLACK, DAVID LIVENSTEIN, LEONARD A. GRISWICH, HENRY BISHOP, JR., JOHN J. FREEDMAN, GEORGE P. ANDREWS, F. HENRY DUNN, DAVID MCADAM, JOHN PROCTOR CLARK, HENRY A. GILCHRIST, FRANCIS M. SCOTT, JAMES A. O'GORMAN, JAMES A. BLANCHARD, WILLIAM SCHMIDT, Clerk.

## CITY COURT OF THE CITY OF NEW YORK.

No. 35 Chambers street, Brown-stone Building, City Hall Park, from 10 A. M. to 4 P. M.  
 General Term.  
 Trial Term, Part I.  
 Part II.  
 Part III.  
 Part IV.  
 Special Term Chambers will be held 10 A. M. to 4 P. M.  
 Clerk's Office, from 9 A. M. to 4 P. M.  
 JAMES M. FITZGERALD, Chief Justice; JOHN H. MCCARTHY, LAMON J. CURRAN, JOHN P. SCHUCHMAN, EDWARD F. O'DWYER, THORNDIKE F. HADKINS, FRANCIS R. DELANEY, JUSTICE. THOMAS F. SMITH, Clerk.

## CRIMINAL DIVISION, SUPREME COURT.

New Criminal Court Building, Centre street. Court opens at 10:30 A. M.  
 EDWARD K. CARROLL, Clerk. Hours from 10 A. M. to 4 P. M.

## APPELLATE DIVISION, SUPREME COURT.

Court-house, Madison avenue, corner Twenty-fifth street. Court opens at 1 P. M.  
 CHARLES H. VAN BUREN, Presiding Justice; CHRISTOPHER B. McLAUGHLIN, EDWARD PATTERSON, MORRIS J. O'BRIEN, GEORGE L. LUGANAN, WILLIAM ROBERT, EDWARD W. HATCH, JUSTICE. ALFRED WAGSTAFF, Clerk; WILLIAM LAMER, JR., Deputy Clerk.

## COUNTY COURT, KINGS COUNTY.

County Court-house, Brooklyn, Rooms 10, 11, 12 and 13. Court opens at 9 A. M. daily, and sits until business is completed, Part I, Room No. 10, Part II, Room No. 11, Court-house. Clerk's Office, Rooms 22 and 23, open daily from 9 A. M. to 4 P. M.; Saturdays, 12 M. to 2 P. M.  
 JOSEPH ASPHALL and WM. B. HENRY, Jr., County Judges.  
 JAMES S. REGAN, Chief Clerk.

## COURT OF GENERAL SESSIONS.

Held in the building for Criminal Courts, Centre, Elm, White and Franklin streets. Court opens at half-past 10 o'clock.  
 RUFUS B. COWING, City Judge; JOHN W. GIFF, Recorder; JOSEPH E. NEWBURGH, MARTIN T. McMAHON and WARREN W. FORTY, Judges of the Court of General Sessions. EDWARD K. CARROLL, Clerk.  
 Clerk's office open from 9 A. M. to 4 P. M.

## 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—ELMER E. HINDSALL, WILLIAM TRAVENY JUDGE, EPHRAIM A. JACOB, JOHN B. MCKEAN, WILLIAM C. HOLMES, WILLIAM M. FOLLETT, Clerk; JOSEPH H. JONES, Deputy Clerk.  
 Clerk's office open from 9 A. M. to 4 P. M.  
 Second Division—Trial days—Borough Hall, Brooklyn, Mondays, Wednesdays and Fridays, at 10 o'clock; Town Hall, Jamaica, Borough of Queens, Tuesdays, at 10 o'clock; Town Hall, New Brighton, Borough of Richmond, Thursdays, at 10 o'clock.  
 Justices—JOHN CANTREY, HENRY J. FORREY, PATRICK KEADY, JOHN FLEMING, THOMAS W. FITZGERALD, JOSEPH L. KENNEDY, Clerk; JOHN J. DOUGLAS, Deputy Clerk.  
 Clerk's office, Borough Hall, Borough of Brooklyn, open from 9 A. M. to 4 P. M.

## CITY MAGISTRATES' COURTS.

Courts open from 9 A. M. until 4 P. M.  
 City Magistrate—HENRY A. BRANN, ROBERT C. CONNELL, LEROY E. CRANE, JOSEPH M. DEUEL, CHARLES A. FLAMMER, LORENZO ZILLER, CLARENCE W. MEADE, JOHN O. MOTT, JOSEPH POOL, JOHN B. MAYO, EDWARD HOGAN, WILLIAM H. OLISTER, PHILIP BLOCH, Secretary.  
 First District—Criminal Court Building.  
 Second District—Jefferson Market.  
 Third District—No. 50 Essex street.  
 Fourth District—Fifty-seventh street, near Lexington avenue.  
 Fifth District—One Hundred and Twenty-first street, southeastern corner of Sylvan place.  
 Sixth District—One Hundred and Fifty-eighth street and Third avenue.  
 Seventh District—Fifty-fourth street, west of Eighth avenue.

## Second Division.

## Borough of Brooklyn.

First District—No. 318 Adams street. EDWARD J. DOOLEY, Magistrate.  
 Second District—Court and Butler streets. JAMES G. TICHE, Magistrate.  
 Third District—Myrtle and Vanderbilt avenues. CHARLES E. TRALE, Magistrate.  
 Fourth District—Nos. 1 and 3 Lee avenue. WILLIAM KASAK, Magistrate.  
 Fifth District—Ewen and Powers streets. ANDREW LARSON, Magistrate.  
 Sixth District—Gates and Reid avenues. LEWIS R. WORTH, Magistrate.  
 Seventh District—No. 31 Great street, Flatbush. ALBERT E. FREED, Magistrate.  
 Eighth District—Coney Island. ALBERT VAN BUREN, Jr., Magistrate.

## Borough of Queens.

First District—Nos. 21 and 23 Jackson avenue, Long Island City. MATTHEW J. SMITH, Magistrate.  
 Second District—Flushing, Long Island. LOUIS J. CORCORAN, Magistrate.  
 Third District—Far Rockaway, Long Island. EDWARD J. HEALY, Magistrate.

## Borough of Richmond.

First District—New Brighton, Staten Island. JOHN CHAD, Magistrate.  
 Second District—Simpkins, Staten Island. NATHANIEL MATH, Magistrate.  
 Secretary to the Board, JAMES J. CHAMBERS, No. 318 Adams street, Borough of Brooklyn.

## MUNICIPAL COURTS.

## Borough of Manhattan.

First District—Third, Fifth and Eighth Wards, and all that part of the First Ward lying west of Broadway and Whitehall street, including Governor's Island, Bedloe's Island, Ellis Island and the Olympic Islands. New Court-house, No. 121 Prince street, corner of Wooster street.  
 DANIEL E. FINE, Justice. FRANK L. BACON, Clerk.  
 Clerk's office open from 9 A. M. to 4 P. M.  
 Second District—Second, Fourth, Sixth and Fourteenth Wards, and all that portion of the First Ward lying south and east of Broadway and Whitehall street. Court-room, corner of Grand and Centre streets.  
 HERMAN BOLTA, Justice. FRANCIS MANGIN, Clerk.  
 Clerk's office open from 9 A. M. to 4 P. M.  
 Court opens daily at 9 A. M., and remains open until daily calendar is disposed of and close of the daily business, except on Sundays and legal holidays.  
 Third District—Ninth and Fifteenth Wards. Court-room, southwest corner Sixth avenue and West Tenth street. Court open daily (Sundays and legal holidays excepted) from 9 A. M. to 4 P. M.  
 Wm. F. MOORE, Justice. DANIEL WILLIAMS, Clerk.

Fourth District—Tenth and Seventeenth Wards. Court-room, No. 30 First street, corner Second avenue. Court opens 9 A. M. daily, and remains open to close of business.

GEORGE F. ROBERT, Justice. JOHN E. LYACH, Clerk.  
 Fifth District—Seventh, Eleventh and Thirteenth Wards. Court-room, No. 134 Clinton street.  
 BENJAMIN HOFFMAN, Justice. THOMAS FITZPATRICK, Clerk.

Sixth District—Eighteenth and Twenty-first Wards. Court-room, northwest corner Twenty-third street and Second avenue. Court opens 9 A. M. daily, and continues open to close of business.

DANIEL F. MARTIN, Justice. ABRAHAM BECKMAN, Clerk.  
 Seventh District—Nineteenth Ward. Court-room, No. 131 East Fifty-seventh street. Court opens every morning at 9 o'clock (except Sundays and legal holidays), and continues open to close of business.

HERMAN JONATHAN, Justice. PATRICK McDAVITY, Clerk.  
 Eighth District—Sixteenth and Twentieth Wards. Court-room, northwest corner of Twenty-third street and Eighth avenue. Court opens at 9 A. M., and continues open to close of business.

Clerk's office open from 9 A. M. to 4 P. M. each Court day.  
 Trial days and Return days, each Court day.  
 JOSEPH H. BITTER, Justice. THOMAS CONTIGAN, Clerk.

Ninth District—Twelfth Ward, except that portion thereof which lies west of the centre line of Lenox and Sixth avenue, and of the Harlem river north of the terminus of Lenox avenue. Court-room, No. 170 East One Hundred and Twenty-first street, southeast corner of Sylvan place. Court opens every morning at 9 o'clock (except Sundays and legal holidays), and continues open to close of business.

JOSEPH P. FALLON, Justice. WILLIAM J. KENNEDY, Clerk.  
 Clerk's office open daily from 9 A. M. to 4 P. M.

Tenth District—Twenty-second Ward and all that portion of the Twelfth Ward which is bounded on the north by the centre line of One Hundred and Tenth street, on the south by the centre line of Eighty-sixth street, on the east by the centre line of Sixth avenue, and on the west by the North river. Court-room, No. 174 West Fifty-fourth street. Court opens daily (Sundays and legal holidays excepted) from 9 A. M. to 4 P. M.

THOMAS E. MURRAY, Justice. HUGH GRANT, Clerk.  
 Eleventh District—That portion of the Twelfth Ward which lies north of the centre line of West One Hundred and Tenth street and west of the centre line of Lenox and Sixth avenue, and of the Harlem river north of the terminus of Lenox or Sixth avenue. Court-room, corner of One Hundred and Twenty-sixth street and Columbus avenue. Court opens daily (Sundays and legal holidays excepted) from 10 A. M. to 4 P. M.

FRANCIS J. WOODSTOCK, Justice. HERMAN B. WILSON, Clerk.

## Borough of The Bronx.

First District—All that part of the Twenty-fourth Ward which was last annexed to the City and County of New York by chapter 104 of the Laws of 1895, comprising all of the late Towns of Westchester and part of the Towns of Eastchester and Pelham, including the Villages of Wakefield and Williamsbridge. Court-room, Town Hall, Main street, Westchester Village. Court opens daily (Sundays and legal holidays excepted) from 9 A. M. to 4 P. M. Trial of cases are Tuesday and Friday of each week.  
 WILLIAM W. PENFOLD, Justice. JOHN N. STEWART, Clerk.

Second District—Twenty-third and Twenty-fourth Wards. Court-room, corner of Third avenue and One Hundred and Fifty-eighth street. Office hours from 9 A. M. to 4 P. M. Court opens at 9 A. M.

JOHN M. TIERNEY, Justice. HENRY SPRUE, Clerk.

## Borough of Brooklyn.

First District—Comprising First, Second, Third, Fourth, Fifth, Sixth, Tenth and Twelfth Wards of the Borough of Brooklyn. Court-house, northwest corner State and Court streets.  
 JOHN J. WALSH, Justice. EDWARD MOHAN, Clerk.  
 Clerk's office open from 9 A. M. to 4 P. M.

Second District—Seventh, Eighth, Ninth, Eleventh, Twelfth, Twenty-first, Twenty-second and Twenty-third Wards. Court-room located at No. 794 Broadway, Brooklyn.  
 GEORGE H. VAN WART, Justice. WILLIAM H. ALLEN, Clerk.

Clerk's office open from 9 A. M. to 4 P. M.

Third District—Includes the Thirteenth, Fourteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth and Nineteenth Wards. Court-house, Nos. 6 and 8 Lee avenue, Brooklyn.  
 WILLIAM J. LYNCH, Justice. JOHN W. CARPENTER, Clerk.

Clerk's office open from 9 A. M. until 4 P. M. Court opens at 10 o'clock.

Fourth District—Twenty-fourth, Twenty-fifth, Twenty-sixth, Twenty-seventh and Twenty-eighth Wards. Court-room, No. 14 Howard avenue.  
 THOMAS H. WILLIAMS, Justice. HERMAN GORLING-WORST, Clerk; JAMES P. SINSKY, Assistant Clerk.  
 Clerk's office open from 9 A. M. to 4 P. M.

Fifth District—Twenty-ninth, Thirtieth, Thirty-first and Thirty-second Wards. Court-room on Bath avenue and Bay Twenty-second street, Bath Beach.  
 CORNELIUS FERGUSON, Justice. JOSEPH J. O'LEARY, Clerk.

Clerk's office open from 9 A. M. to 4 P. M.

## Borough of Queens.

First District—First Ward (all of Long Island City, formerly comprising five Wards). Court-room, Queens County Court-house (located temporarily).  
 THOMAS C. KADIN, Justice. THOMAS F. KESSELY, Clerk.

Clerk's office open from 9 A. M. to 4 P. M. each week day. Court held each day, except Saturdays.

Second District—Second and Third Wards, which includes the territory of the late Towns of Newtown and Flushing. Court-room in Court-house of late Town of Newtown, corner of Broadway and Court street.

## Elmhurst, New York. P. O. address, Elmhurst, New York.

WILLIAM SARGENT, Jr., Justice. HENRY WALTER, Jr., Clerk.  
 Clerk's office open from 9 A. M. to 4 P. M.  
 Third District—JAMES F. McLAUGHLIN, Justice; GEORGE W. DUNN, Clerk.  
 Court-house, Town Hall, Jamaica.  
 Clerk's office open from 9 A. M. to 4 P. M. Court held on Mondays, Wednesdays and Fridays, at 10 A. M.

## MUNICIPAL CIVIL SERVICE COMMISSION.

MUNICIPAL CIVIL SERVICE COMMISSION,  
 No. 345 Broadway,  
 May 20, 1901.

PUBLIC NOTICE IS HEREBY GIVEN THAT an examination will be held for the position of CLERK (SENIOR, MALE), commencing June 15, 1901.

The subjects of the examination will be as follows:  
 Handwriting,  
 Writing from dictation,  
 English spelling,  
 Arithmetic,  
 Making a condensed summary of a document or letter-writing, or both.  
 The time of filing applications for said examination will expire on Saturday, May 25, at 12 o'clock noon.  
 LEE PHILLIPS,  
 Secretary.

## DEPARTMENT OF FINANCE.

## NOTICE TO PROPERTY-OWNERS.

IN PURSUANCE OF SECTION 1048 OF THE Greater New York Charter, the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the following assessments for LOCAL IMPROVEMENTS in the BOROUGH OF MANHATTAN:

TWELFTH WARD, SECTION 6.  
 ONE HUNDRED AND THIRTY-FOURTH STREET—PAVING, from Park avenue to Madison avenue. Area of assessment: Both sides of East One Hundred and Thirty-fourth street, between Park and Madison avenues, and to the extent of one-half the blocks on the terminating avenues.

TWELFTH WARD, SECTION 7.  
 BROADWAY—SEWER, west side, between One Hundred and Fourteenth and One Hundred and Fifteenth streets. Area of assessment: West side of Broadway, between One Hundred and Fourteenth and One Hundred and Fifteenth streets.

ONE HUNDRED AND SIXTY-SECOND STREET—PAVING, from Amsterdam avenue to Morrisville avenue, West. Area of assessment: Both sides of One Hundred and Sixty-second street, between Amsterdam avenue and Morrisville avenue, West, and to the extent of one-half the blocks on the terminating avenues.

TWELFTH WARD, SECTION 8.  
 ONE HUNDRED AND SIXTY-SECOND STREET—PAVING, from Kingsbridge road to Eleventh avenue. Area of assessment: Both sides of One Hundred and Sixty-second street, between Kingsbridge road and the Broadway, and to the extent of one-half the blocks on the terminating streets.

EIGHTEENTH WARD, SECTION 3.  
 AVENUE B—SEWER, between Fourteenth and Fifteenth streets. Area of assessment: Both sides of Avenue B, between Fourteenth and Fifteenth streets.

TWENTY-FOURTH WARD, SECTION 4.  
 TWENTY-FOURTH AVENUE—REGULATING, GRADING, CURBING AND FLAGGING, from the south side of Fifty-second street to the north side of Fifty-eighth street. Area of assessment: Both sides of Twenty-fourth avenue, between Fifty-second and Fifty-eighth streets, and to the extent of one-half the blocks on the terminating streets.

THAT the same were confirmed by the Board of Assessors on May 27, 1901, and entered on the same date in the Record of Titles of Assessments Confirmed, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments, interest will be collected thereon, as provided in section 1049 of said Greater New York Charter. Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per cent per annum, to be calculated from the date of such entry to the date of payment."

The above assessments are payable to the Collector of Assessments and Arrears, at the office of the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, Room No. 15, No. 280 Broadway, Borough of Manhattan, between the hours of 9 A. M. and 4 P. M., and on Saturdays from 9 A. M. to 12 M., and all payments made thereon on or before July 20, 1901, 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 cent per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

BIRD S. COLE,  
 Comptroller,  
 CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
 CONTROLLER'S OFFICE, May 22, 1901.

## NOTICE TO PROPERTY-OWNERS.

IN PURSUANCE OF SECTION 1048 OF THE Greater New York Charter, the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF BROOKLYN:

FOURTEENTH WARD.  
 BERRY STREET—BASIN, at the southwest corner of North Fourteenth street. Area of assessment: Lots numbered 18 to 27, both inclusive, and 47 and 48, of Block No. 44.

SEVENTEENTH WARD.  
 BANKER STREET—BASINS, at the northwest and southwest corners of Nassau avenue; also, NORTH FIFTEENTH STREET BASINS, at the northwest and southeast corners of Nassau avenue. Area of assessment: Both sides of Nassau avenue, between North Fourteenth and North Fifteenth streets; also east side of North Fourteenth street, from Nassau avenue to the street summit, northerly therefrom; also lots numbered 38 of Block No. 149, and 46 of Block No. 202.

DOBBIN STREET BASINS, at the northwest and southwest corners of Nassau avenue; also GURNEY STREET BASINS, at the northwest, southwest and southeast corners of Nassau avenue. Area of assessment: Both sides of Nassau avenue, between North Fifteenth and Gurney streets; east side of North Fifteenth street; west side of Gurney street, and both sides of Dobbin street, from Bedford street to the street summit in each of those streets situated north of Nassau avenue; south side of Nassau avenue, between Gurney and Lorimer streets, and lots numbered 8 and 16 of Block No. 202.

NINETEENTH WARD.  
 BEDFORD AVENUE—BASIN, at the northwest corner of Lynch street. Area of assessment: West side of Bedford avenue, between Lynch and Hayward streets.

TWENTY-FIFTH WARD.  
 PRESCOTT PLACE—BASIN, at the southeast corner of Barkly street. Area of assessment: Block



bounded by Pleasant and Bancroft places, and Berkeley street and Atlantic avenue.

**TWENTY-EIGHTH WARD.**  
**GRANITE STREET-BASINS.** At the southwest corner of Evergreen avenue, and on the north and south sides of Granite street, between Bushwick and Evergreen avenues. Area of assessment: Both sides of Granite street, between Bushwick and Evergreen avenues; also west side of Evergreen avenue, between Granite street and New Brunswick road.

**KNICKERBOCKER AVENUE-SEWER.** Between Putnam avenue and Broadway street. Area of assessment: Both sides of Knickerbocker avenue, from Putnam avenue to Broadway street; south side of Putnam avenue, from Knickerbocker avenue to Irving avenue; both sides of Cornelia street, between Knickerbocker avenue and Broadway street; Halsey street and Eldert street, from Irving avenue to Knickerbocker avenue; both sides of Elvert street, Schaeffer street, Denair street, Cooper street and Moffat street, from Knickerbocker avenue to the old city line.

**TWENTY-NINTH WARD.**  
**BEVERLY ROAD-BASIN.** At the northwest corner of East Fifteenth street. Area of assessment: West side of East Fifteenth street, between Beverly road and Albemarle road; also south side of Albemarle road and the north side of Beverly road, between East Fourteenth and East Fifteenth streets.

**BEVERLY ROAD-BASIN.** At the northwest corner of East Seventeenth street. Area of assessment: West side of East Seventeenth street, between Beverly road and Albemarle road; also north side of Beverly road, between East Sixteenth and East Seventeenth streets.

**REGENT PLACE-BASIN.** At the northeast corner of Ocean avenue. Area of assessment: East side of Ocean avenue, between Regent place and Albemarle road; also north side of Regent place, between Ocean avenue and East Twenty-first street.

—That the same was confirmed by the Board of Assessors on May 21, 1901, and entered on same date in the Record of Titles of Assessments Confirmed, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Arrears of Water Rents, and under 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 1005 of said Greater New York Charter. Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per cent. per annum, to be calculated from the date of such entry to the date of payment."

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 Arrears of Water Rents, in the Municipal Building, Borough of Brooklyn, between the hours of 9 a. m. and 5 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before July 20, 1901, 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 cent. per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

BIRD S. COLER,

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE, May 22, 1901.

#### NOTICE TO PROPERTY-OWNERS.

**IN PURSUANCE OF SECTION 1005 OF THE** Greater New York Charter, the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF THE BRONX:

**TWENTY-THIRD WARD, SECTION 22.**  
**ONE HUNDRED AND THIRTY-FOURTH STREET AND ST. ANN'S AVENUE-FENCING.** southeast corner, running 100 feet on St. Ann's avenue and 80 feet on One Hundred and Thirty-fourth street. Area of assessment: Lots numbered 50 to 52, both inclusive, on Block No. 1346.

—That the same was confirmed by the Board of Assessors on May 21, 1901, and entered on same date in the Record of Titles of Assessments Confirmed, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Arrears of Water Rents, and under 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 1005 of said Greater New York Charter. Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per cent. per annum, to be calculated from the date of such entry to the date of payment."

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 Arrears of Water Rents, at Crotona Park Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 5 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before July 20, 1901, 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 cent. per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

BIRD S. COLER,

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE, May 22, 1901.

#### NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

**IN PURSUANCE OF SECTION 1005 OF THE** Greater New York Charter, the Comptroller of the City of New York hereby gives public notice of the confirmation by the Supreme Court, and the entering in the Bureau for the Collection of Assessments and Arrears, of the assessment for OPENING AND ACQUIRING TITLE to the following-named avenue in the BOROUGH OF THE BRONX:

**TWENTY-FOURTH WARD, SECTION 11.**  
**EASTBURN AVENUE-OPENING.** from Belmont street to the Concourse. Confirmed May 17, 1901; entered May 21, 1901. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which taken together at a point formed by the intersection of the prolongation northerly of the easterly side of Morris avenue with a line drawn parallel to the Grand Boulevard and Concourse and distant 100 feet northwesterly from the northwesterly side thereof; thence northwesterly along said parallel line to its intersection with the prolongation northerly of the westerly side of Weeks avenue or street; thence southerly along said prolongation and westerly side of Weeks avenue or street to its intersection with a line drawn parallel to the northerly side of Claremont Park and distant 100 feet southerly therefrom; thence westerly along said parallel line to its intersection with the easterly side of Morris avenue; thence northerly along said easterly side of Morris avenue and said easterly side produced northerly to the point or place of beginning.

The above assessment was entered on the date heretofore given in the Record of Titles of Assessments Confirmed, kept in the "Bureau for the Collection of Assessments and Arrears of Taxes and Arrears of Water Rents." Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1005 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 cent. per annum, to be calculated from the date of such entry to the date of payment."

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 Arrears of Water Rents, at Crotona Park Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 5 p. m., and on Saturdays from 9 a. m. to 12 m.; and all payments made thereon on or before July 20, 1901, 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 cent. per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

BIRD S. COLER,

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE, May 22, 1901.

#### NOTICE OF SALE OF LANDS AND TENEMENTS WITHIN THAT PART OF THE CITY OF NEW YORK KNOWN AS THE FIRST WARD OF THE BOROUGH OF QUEENS, FORMERLY KNOWN AS LONG ISLAND CITY, FOR UNPAID ASSESSMENTS AND ACCRUED INTEREST THEREON.

**CITY OF NEW YORK—DEPARTMENT OF FINANCE,**  
**OFFICE OF THE BUREAU FOR THE COLLECTION OF ASSESSMENTS AND ARREARS OF TAXES, ASSESSMENTS AND WATER RENTS,**  
STEWART BUILDING, NO. 280 BROADWAY,  
BOROUGH OF MANHATTAN, February 18, 1901.

**UNDER THE DIRECTION OF BIRD S. COLER,** Comptroller of the City of New York, the undersigned hereby gives public notice, pursuant to the provisions of chapter 365, Laws of 1880, and section 1007 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 First Ward of the Borough of Queens, formerly known as Long Island City, on which the assessment for the local improvement, known as the IMPROVEMENT OF STEINWAY AVENUE, has been laid and confirmed according to law, now remaining unpaid, and which was confirmed February 19, 1891, are required to pay the amount of the assessment or assessments so due and remaining unpaid to the Collector of Assessments and Arrears, at his office in the Department of Finance, Hackett Building, Jackson avenue and Fifth street, Long Island City, Borough of Queens, together with the interest thereon, at the rate of ten per cent. per annum to the time of payment, with the charges of this notice and the advertisement.

And if default shall be made in such payment, such lands and tenements will be sold at public auction, at the office of the Collector of Assessments and Arrears, as given herein, in the Borough of Queens, in The City of New York, on Monday, the 17th day of June, 1901, at 10 o'clock a. m., for the lowest term of years for which any person shall offer to take the same, in consideration of advancing the amount of the assessment so due and unpaid, and the interest and charges thereon, as aforesaid, and all other costs and charges that may have accrued thereon; and such sale shall be continued from time to time until all the lands and tenements as advertised for sale shall be sold.

And notice is hereby further given that a detailed statement of the assessment, the ownership of the property assessed, and on which the assessments are due and unpaid, is published in a pamphlet, and that copies of the pamphlet are deposited in the offices of the Collector of Assessments and Arrears, in the Department of Finance, that are situated respectively in the boroughs of Manhattan and Queens, and will be delivered to any person applying for the same.

EDWARD GILON,

Collector of Assessments and Arrears.

#### NOTICE OF SALE OF LANDS AND TENEMENTS WITHIN THAT PART OF THE CITY OF NEW YORK KNOWN AS THE FIRST WARD OF THE BOROUGH OF QUEENS, FORMERLY KNOWN AS LONG ISLAND CITY, FOR UNPAID ASSESSMENTS AND ACCRUED INTEREST THEREON.

**CITY OF NEW YORK—DEPARTMENT OF FINANCE,**  
**OFFICE OF THE BUREAU FOR THE COLLECTION OF ASSESSMENTS AND ARREARS OF TAXES, ASSESSMENTS AND WATER RENTS,**  
STEWART BUILDING, NO. 280 BROADWAY,  
BOROUGH OF MANHATTAN, February 25, 1901.

**UNDER THE DIRECTION OF BIRD S. COLER,** Comptroller of the City of New York, the undersigned hereby gives public notice, pursuant to the provisions of chapter 365, Laws of 1880, and section 1007 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 First Ward of the Borough of Queens, formerly known as Long Island City, on which two assessments for the local improvement known as the IMPROVEMENT OF FLUSHING AVENUE have been laid and confirmed according to law, now remaining unpaid, and which were confirmed, first assessment on November 23, 1881, second assessment on January 19, 1885, are required to pay the amount of the assessment or assessments so due and remaining unpaid to the Collector of Assessments and Arrears, at his office in the Department of Finance, Hackett Building, Jackson avenue and Fifth street, Long Island City, Borough of Queens, together with the interest thereon, at the rate of ten per cent. per annum, to the time of payment, with the charges of this notice and the advertisement.

And if default shall be made in such payment, such lands and tenements will be sold at public auction, at the office of the Collector of Assessments and Arrears, as given herein, in the Borough of Queens, in The City of New York, on Monday, the 17th day of June, 1901, at 10 o'clock a. m., for the lowest term of years for which any person shall offer to take the same, in consideration of advancing the amount of the assessment so due and unpaid and the interest and charges thereon, as aforesaid, and all other costs and charges that may have accrued thereon; and such sale shall be continued from time to time until all the lands and tenements as advertised for sale shall be sold.

And notice is hereby further given that a detailed statement of the assessments, the ownership of the property assessed, and on which the assessments are due and unpaid, is published in a pamphlet, and that copies of the pamphlet are deposited in the offices of the Collector of Assessments and Arrears, in the Department of Finance, that are situated respectively in the boroughs of Manhattan and Queens, and will be delivered to any person applying for the same.

EDWARD GILON,

Collector of Assessments and Arrears.

#### NOTICE OF SALE OF LANDS AND TENEMENTS WITHIN THAT PART OF THE CITY OF NEW YORK KNOWN AS THE FIRST WARD OF THE BOROUGH OF QUEENS, FORMERLY KNOWN AS LONG ISLAND CITY, FOR UNPAID ASSESSMENTS AND ACCRUED INTEREST THEREON.

**CITY OF NEW YORK—DEPARTMENT OF FINANCE,**  
**OFFICE OF THE BUREAU FOR THE COLLECTION OF ASSESSMENTS AND ARREARS OF TAXES, ASSESSMENTS AND WATER RENTS,**  
STEWART BUILDING, NO. 280 BROADWAY,  
BOROUGH OF MANHATTAN, February 25, 1901.

**UNDER THE DIRECTION OF BIRD S. COLER,** Comptroller of the City of New York, the undersigned hereby gives public notice, pursuant to the provisions of chapter 365, Laws of 1880, and section 1007 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 First Ward of the Borough of Queens, formerly known as Long Island City, on which the assessment for the local improvement known as the IMPROVEMENT OF JULIAN AVENUE AND MAIN STREET has been laid and confirmed according to law, now remaining unpaid, and which was confirmed April 11, 1891, are required to pay the amount of the assessment or assessments so due and remaining unpaid to the Collector of Assessments and Arrears, at his office in the Department of Finance, Hackett Building, Jackson avenue and Fifth street, Long Island City, Borough of Queens, together with the interest thereon, at the rate of ten per cent. per annum, to the time of payment, with the charges of this notice and the advertisement.

And if default shall be made in such payment, such lands and tenements will be sold at public auction at the office of the Collector of Assessments and Arrears, as given herein, in the Borough of Queens, in The City of New York, on Monday, the 17th day of June, 1901, at 10 o'clock a. m., for the lowest term of years for which any person shall offer to take the same, in consideration of advancing the amount of the assessment so due and unpaid and the interest and charges thereon, as aforesaid, and all other costs and charges that may have accrued thereon; and such sale shall be continued from time to time until all the lands and tenements as advertised for sale shall be sold.

And notice is hereby further given that a detailed statement of the assessment, the ownership of the property assessed, and on which the assessments are due and unpaid, is published in a pamphlet, and that copies of the pamphlet are deposited in the offices of the Collector of Assessments and Arrears, in the Department of Finance, that are situated respectively in the boroughs of Manhattan and Queens, and will be delivered to any person applying for the same.

EDWARD GILON,

Collector of Assessments and Arrears.

#### NOTICE OF ASSESSMENTS FOR OPENING STREETS AND PARKS.

**IN PURSUANCE OF SECTION 1005 OF THE** Greater New York Charter, the Comptroller of the City of New York hereby gives public notice of the confirmation by the Supreme Court, and the entering in the Bureau for the Collection of Assessments and Arrears, of the assessment for OPENING AND ACQUIRING TITLE to the following-named avenue in the BOROUGH OF THE BRONX:

**TWENTY-THIRD AND TWENTY-FOURTH WARD, SECTIONS 9, 10, 11 AND 12.**

**WASHINGTON AVENUE-OPENING.** from Third avenue and East One Hundred and Fifty-ninth street to Pelham avenue. Confirmed April 27, 1901; entered May 16, 1901. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which taken together are bounded and described as follows, viz.: On the north by the southerly side of Pelham avenue, from the easterly side of Third avenue to its intersection with a line drawn parallel to Lorillard place and distant 100 feet east from the easterly side thereof; on the south by the northerly side of East One Hundred and Fifty-sixth street, from the easterly side of Pelham avenue to its intersection with a line drawn parallel to Lorillard place and distant 100 feet east from the easterly side thereof; on the east by a line drawn parallel to Lorillard place and distant 100 feet easterly from the easterly side thereof from the southerly side of Pelham avenue to the northerly side of Belmont place; thence by a line drawn parallel to Third avenue and distant 100 feet easterly from the easterly side thereof from the northerly side of Belmont place to the southerly side of East One Hundred and Sixty-fourth street; thence by a line drawn parallel to St. Ann's avenue and distant 100 feet easterly from the easterly side thereof from the southerly side of East One Hundred and Sixty-fourth street, and on the west by the easterly side of Third avenue and said easterly side produced southerly from the southerly side of Pelham avenue to a point formed by the intersection of the easterly side of Park avenue (Railroad avenue, East) with the westerly side of Third avenue; thence by the easterly side of Park avenue (Railroad avenue, East) and said easterly side produced southerly to its intersection with the easterly side of Melrose avenue; thence by the easterly side of Melrose avenue to the northerly side of East One Hundred and Fifty-sixth street, as such streets are shown upon the Final Maps and Profiles of the Twenty-third and Twenty-fourth Wards of The City of New York.

The above assessment was entered on the date heretofore given in the Record of Titles of Assessments Confirmed, kept in the "Bureau for the Collection of Assessments and Arrears of Taxes and Arrears of Water Rents." Unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1005 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 cent. per annum, to be calculated from the date of such entry to the date of payment."

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 Arrears of Water Rents, at Crotona Park Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 5 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before July 15, 1901, 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 cent. per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

BIRD S. COLER,

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE, May 16, 1901.

#### NOTICE TO PROPERTY-OWNERS.

**IN PURSUANCE OF SECTION 1005 OF THE** Greater New York Charter, the Comptroller of the City of New York hereby gives public notice to

all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF MANHATTAN:

#### TWELFTH WARD, SECTION 6.

**NINETY-NINTH STREET-FENCING.** north side, between Second and Third avenues. Area of assessment: Lots numbered 25 to 27, both inclusive, of Block No. 1649.

**ONE HUNDRED AND SECOND STREET-FENCING.** north side, between Fifth and Madison avenues. Area of assessment: North side of East One Hundred and Second street, between Fifth and Madison avenues.

**EAST ONE HUNDRED AND EIGHTEENTH STREET-FENCING.** in front of street numbers 80 and 70. Area of assessment: Lots numbered 43 to 46, both inclusive, of Block No. 1649.

#### TWELFTH WARD, SECTION 7.

**ONE HUNDRED AND FOURTEENTH STREET-PAVING.** from St. Nicholas avenue to Seventh avenue. Area of assessment: Both sides of One Hundred and Fourteenth street, between St. Nicholas and Seventh avenues, and to the extent of one-half the blocks on the terminating avenues.

**WEST ONE HUNDRED AND THIRTY-FIRST STREET-FENCING.** in front of street No. 64. Area of assessment: Lot No. 29 of Block No. 1671.

**ONE HUNDRED AND FORTIETH STREET-FENCING.** north side, beginning 100 feet west at Amsterdam avenue, and running thence westerly therefrom a distance of 141 feet more or less. Area of assessment: Lots numbered 23 to 25, both inclusive, of Block No. 2074.

**BROADWAY-FENCING.** on the southeast corner of One Hundred and Fifty-third street. Area of assessment: Lots numbered 59 and 61, both inclusive, of Block No. 2084.

**ST. NICHOLAS AVENUE-FENCING.** east side, in front of street Nos. 745 and 747. Area of assessment: Lots numbered 51 and 53 of Block No. 2092.

**WEST END AVENUE-FENCING.** between One Hundred and Sixth and One Hundred and Seventh streets. Area of assessment: Lots numbered 14 to 16, both inclusive, of Block No. 1892.

#### TWELFTH WARD, SECTION 8.

**AMSTERDAM AVENUE-FENCING.** on the southeast corner of One Hundred and Sixty-third street. Area of assessment: Lots numbered 6 to 12, both inclusive, of Block No. 2170.

**AMSTERDAM AVENUE-FENCING.** west side, between One Hundred and Seventy-second and One Hundred and Seventy-third streets. Area of assessment: Lots numbered 48 to 52, both inclusive, of Block No. 2129.

**AMSTERDAM AVENUE-FENCING.** west side, from One Hundred and Seventy-third to One Hundred and Seventy-fourth street. Area of assessment: Lots numbered 44, 46, 47 and 48 of Block No. 2129.

**AMSTERDAM AVENUE-FENCING.** west side, between One Hundred and Seventy-ninth and One Hundred and Eightieth streets. Area of assessment: Lots numbered 17, 18, 19, 21 and 23 of Block No. 2127.

**AMSTERDAM AVENUE-FENCING.** west side, between One Hundred and Seventy-ninth and One Hundred and Eightieth streets. Area of assessment: Lots numbered 47, 48 and 50 of Block No. 2127.

#### NINETEENTH WARD, SECTION 2.

**EIGHTY-FOURTH STREET-PAVING.** from East End avenue to East river. Area of assessment: Both sides of Eighty-fourth street, between East End avenue and East river, and to the extent of one-half the blocks on the east side of East End avenue.

#### TWENTY-SECOND WARD, SECTION 4.

**ELEVENTH AVENUE (West End avenue)-FENCING.** southeast side, from Sixty-third to Sixty-fourth streets; also, SIXTY-THIRD STREET-FENCING, north side, and SIXTY-FOURTH STREET-FENCING, south side, from Eleventh avenue to a point situated about 325 feet easterly therefrom. Area of assessment: East side of Eleventh (West End) avenue, between Sixty-third and Sixty-fourth streets; also, north side of Sixty-third street and south side of Sixty-fourth street, from Eleventh (West End) avenue to a point situated about 325 feet westerly therefrom.

**FIFTY-NINTH STREET-FENCING.** north side, from 100 feet easterly of Eleventh avenue and running 100 feet east. Area of assessment: Lots numbered 3 to 5, both inclusive, of Block No. 1181.

**SIXTIETH STREET-FENCING.** south side, from 100 feet easterly of Eleventh avenue to 100 feet east. Area of assessment: Lots numbered 50 to 52, both inclusive, of Block No. 1151.

**SIXTY-SECOND STREET-FENCING.** north side, from 100 feet easterly of Eleventh (West End) avenue, and running 100 feet east. Area of assessment: Lots numbered 5 to 9, both inclusive, of Block No. 1154.

**SIXTY-THIRD STREET-FENCING.** south side, from 100 feet westerly of Amsterdam avenue, running 219.5 feet west. Area of assessment: Lots numbered 37 to 45, both inclusive, of Block No. 1154.

—That the same were confirmed by the Board of Assessors on May 14, 1901, and entered on the same date in the Record of Titles of Assessments Confirmed, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Arrears of Water Rents, and under 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 1005 of said Greater New York Charter. Said section provides that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per cent. per annum, to be calculated from the date of such entry to the date of payment."

The above assessments are payable to the Collector of Assessments and Arrears at the office of the Bureau for the Collection of Assessments and Arrears of Taxes and Arrears of Water Rents, Room No. 85, No. 280 Broadway, Borough of Manhattan, between the hours of 9 a. m. and 5 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before July 13, 1901, 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 cent. per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

BIRD S. COLER,

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE, May 15, 1901.

#### NOTICE TO PROPERTY-OWNERS.

**IN PURSUANCE OF SECTION 1005 OF THE** Greater New York Charter, the Comptroller of the City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in the BOROUGH OF BROOKLYN:

#### EIGHTH WARD.

**TWENTY-FIRST STREET-FENCING.** south side, between Fifth and Sixth avenues. Area of assessment: Lots numbered 57 and 59 of Block No. 93.

#### TWENTY-SECOND WARD.

**TWELFTH STREET-FENCING.** south side, between Fourth and Fifth avenues. Area of assessment: Lots numbered 43 and 45 of Block No. 100.

#### TWENTY-FIFTH WARD.

**MARION STREET-FENCING.** north side, between Rockaway avenue and Broadway; also ROCKAWAY AVENUE FENCING, east side, between



Marion street and Chalmers street. Area of assessment: Lots numbered 23, 24 and 25 of Block No. 105.  
**MARION STREET—FLAGGING**, east side, between Saratoga avenue and Huntington avenue. Area of assessment: Lot No. 75 of Block No. 65.  
**SARATOGA AVENUE—FLAGGING**, west side, between Sampson street and McDougall street. Area of assessment: Lot No. 2 of Block No. 81.  
**SARATOGA AVENUE—FLAGGING**, east side, between Sampson street and McDougall street. Area of assessment: Lots numbered 35 to 36, both inclusive, Block No. 107.  
 —that the same were confirmed by the Board of Assessors on May 14, 1901, and entered on same date in the Record of Titles of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, Borough of Brooklyn, between the hours of 9 A. M. and 5 P. M., and on Saturdays from 9 A. M. to 10 A. M., and all payments made thereon on or before July 15, 1901, 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 cent. per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

The above assessments are payable to the Collector of Assessments and Arrears at the office of the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, Borough of Brooklyn, between the hours of 9 A. M. and 5 P. M., and on Saturdays from 9 A. M. to 10 A. M., and all payments made thereon on or before July 15, 1901, 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 cent. per annum from the date of entry in the Record of Titles of Assessments in said Bureau to the date of payment.

BIRD S. COLER, Comptroller,  
 CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
 COMPTROLLER'S OFFICE, May 15, 1901.

THE CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
 COMPTROLLER'S OFFICE.

In the Holders of Six Per Cent. Gold Consolidated Stock of the County of New York, Payable July 1, 1901.

THE FOLLOWING IS AN EXTRACT FROM the proceedings of the Commissioners of the Sinking Fund at a meeting held Tuesday, February 19, 1901:

The Comptroller presented the following report and accompanying resolution relative to the redemption of six per cent. Gold Consolidated Stock of the County of New York, maturing July 1, 1901:

CITY OF NEW YORK, DEPARTMENT OF FINANCE,  
 COMPTROLLER'S OFFICE, February 15, 1901.

To the Commissioners of the Sinking Fund:

RECEIVED—Six per cent. Gold Consolidated Stock, amounting to eight millions eight hundred and eighty-five thousand five hundred dollars (\$8,885,000), which was issued by the County of New York prior to its consolidation with the former City of New York, matures on July 1, 1901.

The said stock is all held by the public and is payable from the Sinking Fund for the Redemption of the City Debt (No. 1), under the provisions of section 213 of chapter 278 of the Laws of 1897.

Under an amendment to the Constitution of the State of New York adopted at the general election held in the year 1895, the said stock is exempted, for the debt-reduction purposes of section 10 of article VIII of the Constitution, from classification as a City debt.

In view of the present money demands upon the City's debt-insuring capacity, especially for rapid transit and bridge construction, it is desirable to retain the advantage gained by such exemption. This advantage would be practically lost as to the amount of said stock if it were to be redeemed out of the Sinking Fund, or if it were refunded by the issue of Corporate Stock of the City of New York.

I therefore propose to extend the maturity of a considerable proportion, if not the whole of such stock, for periods not exceeding twenty years, under the authority conferred upon me by chapter 630 of the Laws of 1900, upon the best obtainable terms for the City.

It is not unlikely, however, that it may prove impossible to extend certain portions of said stock upon advantageous terms, and I therefore recommend that a resolution be adopted authorizing the Comptroller to redeem from the Sinking Fund such portions of said stock.

Respectfully,  
 (Signed) BIRD S. COLER,  
 Comptroller.

Whereas, Six per cent. Gold Consolidated Stock issued by the County of New York prior to its consolidation with the former City of New York, amounting to eight millions eight hundred and eighty-five thousand five hundred dollars (\$8,885,000), matures July 1, 1901, and is payable from the Sinking Fund for the Redemption of the City Debt (No. 1), under the provisions of section 213 of chapter 278 of the Laws of 1897.

Whereas, the Comptroller proposes, under the authority of chapter 630 of the Laws of 1900, to extend for periods not exceeding twenty years the maturity of as much of said stock as he may be able to so extend upon terms advantageous to the City; therefore

Resolved, That the Comptroller be and is hereby authorized to pay out of the Sinking Fund for the Redemption of the City Debt (No. 1), such portion of the six per cent. Gold Consolidated Stock of the County of New York, payable July 1, 1901, as he may be unable to extend upon terms deemed by him to be advantageous to the City.

The report was accepted and the resolution unanimously adopted.

For the reasons set forth in the foregoing report to the Commissioners of the Sinking Fund, the Comptroller of the City of New York will avail himself of the provisions of chapter 630 of the Laws of 1900, which reads as follows:

#### CHAPTER 630.

AN ACT to authorize the extension of the funded indebtedness of the counties of New York, Kings, Queens and Richmond.

ACCEPTED BY THE CITY.

Became a law April 23, 1900, with the approval of the Governor. Passed, a majority being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. It shall be lawful for the comptroller of the city of New York, in his discretion, to provide for the extension of all or any part of the funded indebtedness of the counties of New York, Kings, Queens and Richmond, as the same may from time to time mature. Certificates of stock or bonds so extended shall bear interest at a rate not exceeding three and one-half per centum per annum, and shall be stamped across their face with the terms of such extension, which shall be for a period not exceeding twenty years.

Sec. 2. This act shall take effect immediately.

Proposals will be received by the Comptroller at his office, No. 45 Broadway, New York City, from the holders of six per cent. Gold Consolidated Stock of the County of New York, payable July 1, 1901, for extending the maturity of all or any part of the respective amounts of such stock held by them to the following dates:

JULY 1, 1907,  
 JULY 1, 1914,  
 JULY 1, 1920,  
 JULY 1, 1926, and  
 JULY 1, 1931.

Stock so extended will be payable in gold and will bear interest from July 1, 1901, at the rate of three and one-half (3½) per cent. per annum, payable, also in

gold, semi-annually, on the first day of January and of July in each year. The Comptroller proposes to apportion the amount of stock thus extended so that, as nearly as practicable, one-fifth of the whole amount extended shall be refundable at each of the five maturity dates above mentioned. Preference will, as far as possible, be given to the proposals received according to priority in the date of their receipt, the proposals first received being entitled to the privilege of the longest extension period, unless such proposal shall indicate a preference for the shorter terms. The stock which is to be extended in accordance with the terms of this circular must be delivered to the Comptroller upon demand, when the certificates will be stamped across their face with the terms of the extension, in accordance with the provisions of chapter 630 of the Laws of 1900, provided, however, that such stock now outstanding in coupon form when presented for extension will be extended in the form of registered stock. Thereafter transfers may be made of such stock on the books of the Corporation in accordance with the general provisions of law and the rules of the Department of Finance in regard thereto. The right to discontinue the offer contained in this circular at any time without further notice is expressly reserved.

Dated New York, March 1, 1901.  
 BIRD S. COLER, Comptroller.

NOTICE OF SALE OF LANDS AND TENEMENTS WITHIN THAT PART OF THE CITY OF NEW YORK KNOWN AS THE FIRST WARD OF THE BOROUGH OF QUEENS, FORMERLY KNOWN AS LONG ISLAND CITY, FOR THE UNPAID INTEREST DUE ON ASSESSMENTS LEVIED FOR IMPROVEMENT OF GRAND AVENUE AND MAIN STREET.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
 OFFICE OF THE BUREAU FOR THE COLLECTION OF ASSESSMENTS AND ARREARS OF TAXES, ASSESSMENTS AND WATER RENTS,  
 STANWART BUILDING, NO. 210 BROADWAY,  
 BOROUGH OF MANHATTAN, March 4, 1901.

UNDER THE DIRECTION OF BIRD S. COLER, Comptroller of the City of New York, the undersigned hereby gives public notice, pursuant to the provisions of chapter 514, Laws of 1890, and of the Greater New York Charter, chapter 278, Laws of 1897:

That the respective owners of the lands and tenements within that part of the City of New York now known as the First Ward of the Borough of Queens, formerly known as Long Island City, on which the interest on the assessments levied for the local improvement, known as the IMPROVEMENT OF GRAND AVENUE AND MAIN STREET, has been laid and confirmed according to law, now remaining unpaid, and which was confirmed April 1, 1899, are required to pay the amount of the interest due and remaining unpaid to the Collector of Assessments and Arrears, at his office in the Department of Finance, Hackett Building, Jackson avenue and Fifth street, Long Island City, Borough of Queens, at the rate of ten per cent. per annum, with the charges of this notice and the advertisement.

And if default shall be made in such payment, such lands and tenements will be sold at public auction, at the office of the Collector of Assessments and Arrears, as given herein, in the Borough of Queens, in the City of New York, on Monday, the 17th day of June, 1901, at 11 o'clock A. M., for the lowest term of years for which any person shall offer to take the same, in consideration of advancing the amount of the interest due and unpaid and the charges thereon, as aforesaid, and all other costs and charges that may have accrued thereon; and such sale shall be continued from time to time until all the lands and tenements as advertised for sale shall be sold.

And notice is hereby further given that a detailed statement of the amount of interest due and unpaid on such assessments, a description of the property and the ownership of the property assessed is published in a pamphlet, and that copies of the pamphlet are deposited in the offices of the Collector of Assessments and Arrears in the Department of Finance that are situated respectively in the boroughs of Manhattan and Queens, and will be delivered to any person applying for the same.

EDWARD GILON,  
 Collector of Assessments and Arrears.

#### DEPARTMENT OF HIGHWAYS.

DEPARTMENT OF HIGHWAYS,  
 COMMISSIONER'S OFFICE, NOS. 13 TO 21 PARK ROW,  
 NEW YORK, May 16, 1901.

#### TO CONTRACTORS.

BIDS OR ESTIMATES, INCLOSED IN A sealed envelope, with the title of the work and the name of the bidder indorsed thereon, also the number of the work as in the advertisement, will be received at No. 21 Park row, in Room No. 1601, until 11 o'clock, on

TUESDAY, JUNE 4, 1901,

at which time and place the bids or estimates received will be publicly opened by the head of the Department.

#### Borough of Brooklyn.

No. 1. FOR REGULATING AND PAVING WITH GRANITE-BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY AT THE FOOT OF GRAND STREET.

The quantity and quality of work to be done is as follows:

9,550 square yards of new granite-block pavement, including sand bed, laid with paving cement joints.

20 square yards of old stone-block pavement to be relaid in approaches.

175 cubic yards of concrete.

1,156 square feet of new bridgestone furnished and laid.

418 square feet of old bridgestone redressed, re-jointed and reset.

187 linear feet of new curbstone furnished and set.

60 linear feet of old curbstone redressed, re-jointed and reset.

1,050 cubic yards of excavation.

75 cubic yards of filling, exclusive of that secured from excavation.

The security required will be Three Thousand Five Hundred Dollars.

The time allowed for the completion of the whole work will be thirty-five consecutive working days.

The attention of bidders is particularly called to the requirements of the specifications on all the following contracts for paving with asphalt, that bidders will deposit with the Commissioner of Highways, four (4) full days (holidays and Sundays excluded) before the date on which bids are to be opened, as stated in this advertisement, samples of all materials to be used, Samples, as specified, and certificates, etc., to be in strict accordance with the requirements of specifications.

No. 2. FOR REGULATING, GRADING AND PAVING WITH ASPHALT PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF THATFORD AVENUE, from Liberty avenue to Riverside avenue.

The quantity and quality of work to be done is as follows:

17,300 cubic yards of earth excavation.

13,470 square yards of asphalt pavement, including binder course.

1,820 cubic yards of concrete.

7,313 linear feet of cement curb furnished and set.

60 linear feet of old curbstone redressed, re-jointed and reset.

55,830 square feet of cement sidewalk furnished and laid.

4,500 square feet of old flagstone redressed and relaid.

The security required will be Twenty Thousand Dollars.

The time allowed for the completion of the whole work will be sixty consecutive working days.

No. 3. FOR REGULATING, GRADING AND PAVING WITH ASPHALT PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF CHANCEY STREET, from Rockaway avenue to Broadway.

The quantity and quality of work to be done is as follows:

571 cubic yards of earth excavation.

1,580 square yards of asphalt pavement, including binder course.

302 cubic yards of concrete.

821 linear feet of cement curb furnished and set.

10 linear feet of old curbstone redressed, re-jointed and reset.

4,075 square feet of new flagstone furnished and laid.

80 square feet of old flagstone redressed and relaid.

The security required will be Two Thousand Five Hundred Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 4. FOR REGULATING, GRADING AND PAVING WITH ASPHALT PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF STANHOPE STREET, from Wyckoff avenue to St. Nicholas avenue.

The quantity and quality of work to be done is as follows:

618 cubic yards of earth excavation.

7,605 square yards of asphalt pavement, including binder course.

824 cubic yards of concrete.

931 linear feet of new cement concrete curbstone furnished and set.

10 linear feet of old curbstone redressed, re-jointed and reset.

2,675 square feet of new flagstone furnished and laid.

1,180 square feet of old flagstone redressed and relaid.

The security required will be Two Thousand Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 5. FOR REGULATING, GRADING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF PARK PLACE, from Albany avenue to Troy avenue.

The quantity and quality of work to be done is as follows:

803 cubic yards of earth excavation.

2,713 square yards of asphalt pavement, including binder course.

378 cubic yards of concrete.

1,370 linear feet of cement curb furnished and set.

5,061 square feet of new flagstone furnished and laid.

315 square feet of old flagstone redressed and relaid.

The security required will be Three Thousand Five Hundred Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 6. FOR REGULATING, GRADING AND PAVING WITH ASPHALT PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF HUMBOLDT STREET, from Mosker avenue to Engert avenue.

The quantity and quality of work to be done is as follows:

518 cubic yards of earth excavation.

2,149 square yards of asphalt pavement including binder course.

301 cubic yards of concrete.

759 linear feet of cement curbing furnished and set.

10 linear feet of old curbstone redressed, re-jointed and reset.

The security required will be Two Thousand Five Hundred Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 7. FOR REGULATING, GRADING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF OSBORN STREET, from Blake avenue to Livonia avenue.

The quantity and quality of work to be done is as follows:

4,283 cubic yards of earth excavation.

3,423 square yards of asphalt pavement, including binder course.

158 cubic yards of concrete.

2,191 linear feet of new cement curb, furnished and set.

10,800 square feet of new flagstone furnished and laid.

The security required will be Six Thousand Dollars.

The time allowed for the completion of the whole work will be forty consecutive working days.

No. 8. FOR REGULATING, GRADING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF VERMONT STREET, from Pitkin avenue to a point 75 feet south of Belmont avenue.

The quantity and quality of work to be done is as follows:

618 cubic yards of earth excavation.

2,209 square yards of asphalt pavement, including binder course.

306 cubic yards of concrete.

1,080 linear feet of cement curbing furnished and set.

The security required will be Two Thousand Five Hundred Dollars.

The time allowed for the completion of the whole work will be thirty consecutive working days.

No. 9. FOR REGULATING, GRADING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF HAWTHORNE STREET, from Flatbush avenue to Rogers avenue.

The quantity and quality of work to be done is as follows:

9.7 cubic yards of earth excavation.

3,408 cubic yards of filling to be furnished (exclusive of that secured from excavation).

6,872 square yards of asphalt pavement, including binder course.

957 cubic yards of concrete.

3,686 linear feet of cement curb furnished and set.

10 linear feet of old curbstone redressed, re-jointed and reset.

10,105 square feet of new flagstone furnished and laid.

5,404 square feet of old flagstone redressed and relaid.

The security required will be Ten Thousand Dollars.

The time allowed for the completion of the whole work will be forty-five consecutive working days.

Borough of Manhattan.

No. 10. FOR REGULATING, GRADING, CURBING, FLAGGING AND PAVING WITH GRANITE-BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF EAST FORTY-FIRST STREET, from First avenue to East river.

The quantity and quality of work to be done is as follows:

9,180 cubic yards of earth excavation.

120 cubic yards of rock excavation.

33,000 cubic yards of concrete for paving and curbing.

1,700 linear feet of new curbstone on concrete foundation furnished and set.

4,280 square feet of new flagstone furnished and laid.

1,074 square yards of granite-block pavement, including sand bed, laid with paving cement joints.

The security required will be Three Thousand Dollars.

The time allowed for the completion of the whole work will be fifty consecutive working days.

The attention of bidders is called to the clause in the specifications requiring the depositing with the Department of Highways, samples of materials proposed to be furnished, four (4) full days in advance of the opening of bids (holidays and Sundays excluded).

No. 11. FOR PAVING WITH GRANITE-BLOCK PAVEMENT ON CONCRETE FOUNDATION OF ABOUT 1½ FEET OF UNPAVED CARRIAGEWAY AT THE FOOT OF EAST ONE HUNDRED AND SEVENTEENTH STREET.

The quantity and quality of work to be done is as follows:

175 square yards of new granite-block pavement, including sand bed, laid with paving cement joints.

10 square yards of old stone-block pavement to be relaid in approaches. (Not to be bid for.)

6½ cubic yards of concrete.

80 square feet of new brick-pavement to be furnished and laid. (Not to be bid for.)

250 linear feet of new curbstone furnished and set.

2,000 square feet of plank to be removed. (Not to be bid for.)

The security required will be Three Hundred Dollars.

The time allowed for the completion of the whole work will be twelve consecutive working days.

The attention of bidders is called to the clause in the specifications requiring the depositing with the Department of Highways, samples of materials proposed to be furnished, four (4) full days in advance of the opening of bids (holidays and Sundays being excluded).

No. 12. FOR PAVING WITH GRANITE-BLOCK PAVEMENT ON CONCRETE FOUNDATION THE ROADWAY OF ONE HUNDRED AND THIRTY-FIRST STREET, from Amsterdam to Convent avenue.

The quantity and quality of work to be done is as follows:

1,057½ square yards of new granite-block pavement, including sand bed, and laid with paving cement joints.

175 cubic yards of concrete.

150 linear feet of new curbstone furnished and set.

400 linear feet of old curbstone redressed, re-jointed and reset.

The security required will be One Thousand Two Hundred Dollars.

The time allowed for the completion of the whole work will be twenty consecutive working days.

The attention of bidders is called to the clause in the specifications requiring the depositing with the Department of Highways, samples of materials proposed to be furnished, four (4) full days in advance of the opening of bids (holidays and Sundays being excluded).

Borough of The Bronx.

No. 13. FOR REGULATING, GRADING, SETTING CURBSTONES, FLAGGING SIDEWALKS, LAYING CRUSWALKS AND PLACING FENCES IN EAST ONE HUNDRED AND SEVENTY-FIRST STREET, from Fulton avenue to Park avenue.

The quantity and quality of work to be done is as follows:

5,900 cubic yards of earth excavation.

1,900 cubic yards of rock excavation.

500 cubic yards of filling.

50 cubic yards of dry rubble masonry in retaining walls, culverts and gutters.

1,925 linear feet of new curbstone furnished and set.

300 linear feet of old curbstone taken up, reset, re-jointed and reset. (Cost to be included in price bid for new work.)

6,120 square feet of new flagstone furnished and laid.

350 square feet of new flagstone for crosswalks furnished and laid.

The security required will be Two Thousand Five Hundred Dollars.

The time allowed for the completion of the whole work will be sixty consecutive working days.

No. 14. FOR PAVING WITH GRANITE-BLOCK



## DEPARTMENT OF PARKS.

New York, May 20, 1901.

## AUCTION SALE.

THE DEPARTMENT OF PARKS (BOROUGH OF Manhattan and Richmond) will sell at public auction, on the ground, on

FRIDAY, MAY 24, 1901,

at 10 o'clock A. M.  
Frame Shed Structures on Riverside Park, adjacent to and heretofore used in connection with the Claremont Restaurant.

## TERMS OF SALE.

The purchase money to be paid in bankable funds at the time of sale, and the sheds or buildings to be removed within five days thereafter. Should the purchaser fail to remove the buildings within the time specified, the Department may again take possession and resell or cause the same to be removed.

By order of the Commissioner of Parks for the boroughs of Manhattan and Richmond.

WILLIS HOLLY,

Secretary, Park Board.

## DEPARTMENT OF DOCKS AND FERRIES.

PHILIP A. SMYTH, AUCTIONEER, WILL sell, on behalf of the Board of Docks, on

MONDAY, JUNE 3, 1901,

commencing at 10 o'clock A. M., at the foot of West Fifty-seventh street, in the Borough of Manhattan, and continuing at the places designated, the following lots of old material:

## At West Fifty-seventh Street Yard.

- Lot No. 1. About 12,575 pounds scrap wrought iron.  
About 3,400 pounds scrap armature plates.  
About 8,000 pounds scrap corrugated iron.  
About 6,500 pounds scrap black iron pipe.  
2. About 1,500 pounds scrap cast iron.  
About 1,200 pounds old cast-iron propeller wheel.  
3. About 120 empty oil barrels.

## On Pier Four of East Nineteenth Street, East River.

- Lot No. 4. 22 lengths of 1 feet diameter wooden staves.  
5. About 14 wrought-iron armature plates.  
6. About 250 feet 1 1/4-inch iron pipe.  
7. About 25 oak and spruce piles, average length about 38 feet.

## At Wallabout Basin, Borough of Brooklyn.

- Lot No. 8. On a catamaran about 225 oak piles.  
Average length about 48 feet, average width about 30 feet, average depth about 3 feet.  
9. On a catamaran about 15 Norway pine piles. Average length about 60 feet.  
10. On a catamaran about 25 oak piles. Average length about 38 feet.  
11. Raft generally of 12 by 12 yellow pine. Length about 60 feet, width about 25 feet, depth about 1 foot.  
12. Raft generally of 4 by 10 and 4 by 12 yellow pine. Length about 30 feet, width about 16 feet, depth about 1 foot.  
13. Raft generally of 2 by 10 and 4 by 10 yellow pine. Length, width and depth about 1 cradle.  
14. Raft of yellow pine butts. Length about 30 feet, width about 20 feet, depth about 8 feet.  
15. Raft generally of old shed material. Length about 40 feet, width about 30 feet, depth about 6 feet.  
16. Raft generally of old shed material. Length about 36 feet, width about 30 feet, depth 3 feet.  
17. Raft generally of old shed material. Length about 30 feet, width about 30 feet, depth about 5 feet.  
18. On a catamaran about 100 oak piles.  
19. Raft about 125 Norway pine piles. Length about 30 feet, width about 15 feet, depth about 6 feet.  
20. Raft generally of 3 by 10 spruce. Length about 26 feet, width about 28 feet, depth about 3 feet.  
21. Raft generally of 4 by 10 and 5 by 10 yellow pine. Length about 25 feet, width about 4 feet.  
22. Raft generally of 4 by 10 yellow pine and about 25 yellow pine piles. Length about 25 feet, width about 28 feet, depth about 3 feet.  
23. About 40 Norway pine piles. Average length about 35 feet.  
24. Raft mixed sizes spruce and yellow pine. Lengths 6 to 30 feet. About 44,000, B. M., feet.  
25. Raft generally of 4 by 10 yellow pine. Lengths 6 to 30 feet. About 31,000, B. M., feet.  
26. Raft generally of 3 by 10 and 4 by 10. Length 6 to 30 feet. About 47,000, B. M., feet.  
27. Raft generally a courses of 12 by 12 and other shorter timber. Length about 30 feet, width about 28 feet, depth about 5 feet.  
28. Raft generally of 24 pieces 12 by 12 yellow pine, 12 to 30 feet in length and one shanty in section.  
29. About 28 spruce poles, 30 to 30 feet in length.  
30. Raft generally of 12 by 12 yellow pine. Length 30 feet, width 18 feet, depth about 1 foot.  
31. About 87 spruce and oak piles.  
32. About 34 spruce and oak piles.  
33. About 63 spruce and oak piles.  
34. About 38 oak and spruce piles.  
35. Raft about 35 by 30 by 3 feet deep, containing miscellaneous timber as follows:  
About 1,000 linear feet of 12 inches by 12 inches.  
About 1,000 linear feet 3 inches by 8 inches.  
About 300 linear feet 8 inches by 8 inches and 10 inches by 12 inches.  
About 28 spruce piles, average length about 25 feet.  
4 timbers, span 47 1/2 feet, rise 6 1/2 feet.  
4 timbers, span 32 feet, rise 4 1/2 feet.  
36. About 91 pile butts, average length 23 feet.  
37. About 25 oak and spruce piles.  
38. Raft of about 100 oak and spruce piles, length about 30 feet, width about 30 feet, depth about 12 feet.

## TERMS OF SALE.

The sale will commence at 10 o'clock A. M. Each of the above lots will be sold separately and for a sum in gross.

The estimated quantities stated to be in the several lots are believed to be correct; but the Department will not make any allowance from the purchase money for short deliveries on any lot, and bidders must judge for themselves as to the correctness of the estimate of quantity when making their bids.

The catamarans mentioned in the above lots are not included in the sale, and are not to be removed from the Wallabout Basin.

If the purchaser or purchasers fails or fail to effect the removal of the material within ten days from the date of sale, he or they shall forfeit his or their purchase money or moneys and the ownership of the material. Terms of sale to be cash, to be paid at the time of sale.

An order will be given for the material purchased.

J. SERGEANT CRAM,  
CHAS. F. MURPHY,  
PETER F. MEYER,

Commissioners composing the Board of Docks.  
Dated New York, May 19, 1901.

DEPARTMENT OF DOCKS AND FERRIES,  
PIER "A," BATTERY PLACE, NORTH RIVER,  
NEW YORK CITY.

## PROPOSALS FOR BIDS OR ESTIMATES.

(Contracts Nos. 705 and 706.)

SEALED BIDS OR ESTIMATES WILL BE received by the Board of Docks, at the office of said Board, on Pier "A," foot of Battery place, North river, in The City of New York, until 9 o'clock P. M., on

FRIDAY, MAY 24, 1901,

at which time and place the estimates will be publicly opened by the head of said Board.

No. 705. FOR PREPARING FOR AND BUILDING A NEW STEEL TUG WITH ALL APPURTENANCES.

The time allowed for the construction and completion of the tug and all appurtenances will be one hundred and twenty (120) days.

The security required will be Eighteen Thousand Dollars (\$18,000).

No. 706. PREPARING FOR AND BUILDING A NEW WOODEN PIER, WITH APPURTENANCES, AT THE FOOT OF WEST NINETY-SIXTH STREET, NORTH RIVER, BOROUGH OF MANHATTAN.

The said work shall be completed in ninety days. The security required will be Thirty Thousand Dollars.

The person or persons making a bid or estimate shall furnish the same in a sealed envelope, indorsed with the title given above of the work for which the estimate is made, with his or their name or names and the date of presentation, to the head of said Department, at the said office, on or before the date and hour above named, at which time and place the estimates received will be publicly opened by the head of said Department and read, and the award of the contract made according to law, as soon thereafter as practicable.

Each bid or estimate shall contain the name and place of residence of each of the persons making the same, the names of all persons interested with him therein, and if no other person be so interested it shall distinctly state that fact; that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud, and that no member of the Municipal Assembly, head of a department, chief of a bureau, deputy thereof or clerk therein, or other officer of the Corporation is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate that the several matters stated therein are in all respects true.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in The City of New York, or of a guaranty or surety company duly authorized by law to act as surety, and shall contain the matters set forth in the blank form of bid mentioned below.

No bid or estimate will be considered, unless accompanied by either a certified check upon one of the State or National banks of The City of New York, drawn to the order of the Comptroller of The City of New York, or money to the amount of five per centum of the amount of the security required, as provided in section 420 of the Greater New York Charter.

For particulars as to the quantity and quality of the materials, or the nature and extent of the work required, bidders are referred to the specifications.

THE BOARD RESERVES THE RIGHT TO REJECT ALL BIDS OR ESTIMATES IF DEEMED TO BE FOR THE INTERESTS OF THE CITY SO TO DO.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Board, 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 Board.

J. SERGEANT CRAM,  
CHARLES F. MURPHY,  
PETER F. MEYER,

Commissioners composing the Board of Docks.  
Dated MAY 19, 1901.

## MUNICIPAL COURT.

MUNICIPAL COURT OF THE CITY OF NEW YORK,  
BOROUGH OF MANHATTAN,  
SECOND JUDICIAL DISTRICT.

Hon. HERMAN JOSEPH, Justice.

In the matter of the application of Percival E. Nagle, Commissioner of Street Cleaning in The City of New York, for an order directing the sale of trucks, carts, vehicles and other property, under the provisions of section 545 of the Greater New York Charter.

NOTICE IS HEREBY GIVEN TO THE UNKNOWN OWNERS, and all other persons claiming the possession or having any interest in the property described in the schedule annexed to said application, that on the 13th day of May, 1901, the said Justice issued out of the said Court his precept to appear on the 24th day of May, 1901, at 10 o'clock A. M., at the said Court, corner of Grand and Centre streets, in the Borough of Manhattan, City of New York, and show cause why a final order should not be issued to the said Percival E. Nagle, Commissioner of Street Cleaning, to sell the said trucks, carts, vehicles and other property.

PERCIVAL E. NAGLE,

Commissioner of Street Cleaning.

By JOHN WHALEN,

Corporation Counsel,

DEPARTMENT OF STREET CLEANING  
OF THE CITY OF NEW YORK,  
MAIN OFFICE, NO. 19 PARK ROW,  
BOROUGH OF MANHATTAN.

## THE CITY RECORD.

THE CITY RECORD IS PUBLISHED DAILY,  
Sundays and legal holidays excepted, at No. 4 City Hall, New York City. Annual subscription, \$2.50, postage prepaid.

WILLIAM A. BUTLER,  
Supervisor.

## DEPARTMENT OF SEWERS.

DEPARTMENT OF SEWERS—COMMISSIONER'S OFFICE,  
Nos. 13 to 21 PARK ROW,  
NEW YORK, May 23, 1901.

## TO CONTRACTORS.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED by the Department of Sewers of The City of New York at its office, Nos. 13 to 21 Park row, Borough of Manhattan, until 12 o'clock M.,

WEDNESDAY, JUNE 5, 1901,

for furnishing materials and all the labor required and necessary to build and complete the following works:

## Borough of The Bronx.

SEWER AND APPURTENANCES IN EAST ONE HUNDRED AND EIGHTIETH STREET, from Arthur avenue to Lafontaine avenue.

The Engineer's estimate of the quantity and quality of materials and the nature and extent, as near as possible, of the work required, is as follows:

- 204 linear feet of 12-inch vitrified pipe sewer.  
54 spurs for house connections.  
3 manholes, complete.  
25 cubic yards of rock to be excavated and removed.  
5 cubic yards of concrete in place.  
5 cubic yards of rubble masonry in mortar.  
30 cubic yards of broken stone for foundations in place.  
3,000 feet, B. M., of timber, furnished and laid.  
10 linear feet of 6-inch to 18-inch vitrified drain-pipe.

The amount of the security required is Five Hundred Dollars (\$500).

The time allowed to complete the whole work is thirty (30) working days.

The plans, drawings and specifications may be seen at the office of the Deputy Commissioner of Sewers, Third avenue and One Hundred and Seventy-seventh street, Borough of The Bronx.

The person or persons making an estimate shall furnish the same in a sealed envelope, indorsed with the title given above, of the work for which the estimate is made, with his or their name or names and the date of presentation to the head of said Department, at the said office, on or before the date and hour above named, at which time and place the estimates received will be publicly opened by the head of said Department and read, and the award of the contract made according to law as soon thereafter as practicable.

Each estimate shall contain the name and place of residence of the person making the same, the names of all persons interested with him therein, if no other person be so interested it shall distinctly state that fact; also, that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud; and that no member of the Municipal Assembly, head of a department, chief of a bureau, deputy thereof or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof. The estimate must be verified by the oath, in writing, of the party or parties making the estimate that the several matters stated therein are in all respects true.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in The City of New York, or of a guaranty or surety company duly authorized by law to act as surety, and shall contain the matters set forth in the blank form of bid mentioned below.

No estimate will be received or considered unless accompanied by a certified check, or money to the amount of five per cent. of the amount of the bond required, as provided in section 420 of the Greater New York Charter.

For particulars as to the quantity and quality of the supplies, or the nature and extent of the work required, or the materials to be furnished, bidders are referred to the printed specifications and plans, in accordance with which all of the above materials and work is to be furnished and done.

Bidders will write out the amount of their estimates in addition to inserting the same in figures.

The Commissioner reserves the right to reject all bids or estimates if he deems it for the interests of the City so to do.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Commissioner, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefor.

JAS. KANE,

Commissioner of Sewers.

DEPARTMENT OF SEWERS—COMMISSIONER'S OFFICE,  
Nos. 13 to 21 PARK ROW,  
NEW YORK, May 23, 1901.

## TO CONTRACTORS.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED by the Department of Sewers of The City of New York at its office, Nos. 13 to 21 Park row, Borough of Manhattan, until 12 o'clock M.,

WEDNESDAY, MAY 23, 1901,

for furnishing materials and all the labor required and necessary to build and complete the following works:

## Borough of Brooklyn.

No. 1. SEWER IN NINETY-NINTH STREET, between Third avenue and Fort Hamilton avenue, AND OUTLET SEWERS IN THE FOLLOWING STREETS: THIRD AVENUE, from Ninety-ninth street to Bay Ridge parkway (or Shore road); BAY RIDGE PARKWAY (or Shore road), from Third avenue to Fourth avenue; FORTH AVENUE, from Shore road to One Hundred and First street; ONE HUNDRED AND FIRST STREET, from Fourth avenue to Fort Hamilton avenue, and FORT HAMILTON AVENUE, from One Hundred and First street to Ninety-second street.

The Engineer's estimate of the quantity and quality of materials and the nature and extent, as near as possible, of the work required, is as follows:

- 1,640 linear feet of 24-inch brick sewer.  
275 linear feet of 30-inch brick sewer.  
1,200 linear feet of 24-inch vitrified stoneware pipe sewer, laid in concrete.  
255 linear feet of 18-inch vitrified stoneware pipe sewer, laid in concrete.  
80 linear feet of 15-inch vitrified stoneware pipe sewer.  
2,330 linear feet of 12-inch vitrified stoneware pipe sewer.  
60 manholes.  
10 receiving-basins.  
33,000 feet, B. M., foundation and side planking.  
350,000 feet, B. M., sheeting and bracing.  
5 cubic yards of brick masonry.  
5 cubic yards of concrete.

The amount of the security required is Eighteen Thousand Dollars (\$18,000).

The time allowed to complete the whole work is five hundred (500) working days.

No. 2. SEWER IN WYCKOFF AVENUE, between Myrtle avenue and Flushing avenue, and in JOHNSON AVENUE, between Gardiner

avenue and Knickerbocker avenue; AND A LATERAL SEWER IN FLUSHING AVENUE, between Irving avenue and Gardiner avenue.

The Engineer's estimate of the quantity and quality of materials and the nature and extent, as near as possible, of the work required, is as follows:

- 2,480 linear feet of 24-inch brick sewer.  
400 linear feet of 24-inch circular brick sewer.  
4,115 linear feet of 48-inch egg-shaped brick sewer.  
95 linear feet of 18-inch vitrified stoneware pipe sewer.  
370 linear feet of 15-inch vitrified stoneware pipe sewer.  
820 linear feet of 12-inch vitrified stoneware pipe sewer.

- 47 manholes.  
20 receiving-basins.  
17 built receiving basins to be reconnected.

- 240,000 feet, B. M., foundation planking.  
260,000 feet, B. M., sheeting and bracing.  
5 cubic yards of concrete.  
5 cubic yards of brick masonry.

The amount of the security required is Nineteen Thousand Dollars (\$19,000).

The time allowed to complete the whole work is three hundred (300) working days.

The plans, drawings and specifications for work in the Borough of Brooklyn may be seen at the office of the Deputy Commissioner of Sewers, Municipal Building, Borough of Brooklyn.

## Borough of Manhattan.

No. 3. ALTERATION AND IMPROVEMENT TO SEWER IN ELEVENTH AVENUE, between Fortieth and Forty-second streets, and to connection at Forty-first street.

The Engineer's estimate of the quantity and quality of materials and the nature and extent, as near as possible, of the work required, is as follows:

- 603 linear feet of brick sewer of 3 feet 6 inches by 3 feet 4 inches interior dimensions.  
373 linear feet of 15-inch vitrified salt-glazed stoneware pipe sewer.  
48 linear feet of 12-inch pipe culvert.

- 4 receiving-basins.

- 35,000 feet, B. M., timber for bracing and sheet piling.

The amount of the security required is Three Thousand Dollars (\$3,000).

The time allowed to complete the whole work is one hundred and twenty-five (125) working days.

No. 4. ALTERATION AND IMPROVEMENT TO SEWER IN FORTY-FOURTH STREET, between East river and Second avenue, and to connection at First avenue.

The Engineer's estimate of the quantity and quality of materials and the nature and extent, as near as possible, of the work required, is as follows:

## Class J.

- 32 linear feet of sewer of 3 feet 6 inches by 3 feet 4 inches interior dimensions.

## Class II.

- 30 linear feet of sewer of 3 feet 6 inches by 3 feet 4 inches interior dimensions.

## Class III.

- 560 linear feet of sewer of 3 feet 6 inches by 3 feet 4 inches interior dimensions.

- 12 linear feet of 12-inch pipe culvert.

- 1 gully-trap or road box.

- 400 cubic yards of rock excavation.

- 30,000 feet, B. M., of timber for bracing and sheet piling.

The amount of the security required is Three Thousand Dollars (\$3,000).

The time allowed to complete the whole work is one hundred and twenty-five (125) working days.

No. 5. SEWERS IN LEXINGTON AVENUE, EAST AND WEST SIDES, between Seventy-fifth and Seventy-sixth streets.

The Engineer's estimate of the quantity and quality of materials and the nature and extent, as near as possible, of the work required, is as follows:

- 337 1/2 linear feet of sewer of 3 feet 6 inches by 3 feet 4 inches interior dimensions.

- 16,000 feet, B. M., of timber for bracing and sheet piling.

The amount of the security required is Fifteen Hundred Dollars (\$1,500).

The time allowed to complete the whole work is fifty (50) working days.

The plans, drawings and specifications for work in the Borough of Manhattan may be seen at the office of the Commissioner of Sewers, Nos. 13 to 21 Park row, Borough of Manhattan.

## Borough of The Bronx.

No. 6. SEWER AND APPURTENANCES IN EAST ONE HUNDRED AND SEVENTY-FIFTH STREET, between Prospect avenue and Crotona avenue.

The Engineer's estimate of the quantity and quality of materials and the nature and extent, as near as possible, of the work required, is as follows:

- 270 linear feet of 18-inch vitrified pipe sewer.  
150 spurs for house connections.  
6 manholes.

- 650 cubic yards of rock to be excavated and removed.

- 5 cubic yards of concrete in place.

- 5 cubic yards of rubble masonry in mortar.

- 5 cubic yards of broken stone for foundations, in place.

- 3,000 feet, B. M., of timber, furnished and laid.

- 25 linear feet of 6-inch to 18-inch vitrified drain-pipe.

The amount of the security required is Sixteen Hundred Dollars (\$1,600).

The time allowed to complete the whole work is sixty (60) working days.

The plans, drawings and specifications for work in the Borough of The Bronx may be seen at the office of the Deputy Commissioner of Sewers, Third avenue and One Hundred and Seventy-seventh street, Borough of The Bronx.

The person or persons making an estimate shall furnish the same in a sealed envelope, indorsed with the title given above of the work for which the estimate is made, with his or their name or names and the date of presentation, to the head of said Department, at the said office, on or before the date and hour above named, at which time and place the estimates received will be publicly opened by the head of said Department and read, and the award of the contract made according to law as soon thereafter as practicable.

Each estimate shall contain the name and place of residence of the person making the same, the names of all persons interested with him therein; if no other person be so interested it shall distinctly state that fact; also, that it is made without any connection with any other person making an estimate for the same purpose and is in all respects fair and without collusion or fraud; and that no member of the Municipal Assembly, head of a department, chief of a bureau, deputy thereof or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof. The estimate must be verified by the oath, in writing, of the party or parties making the estimate that the several matters stated therein are in all respects true.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in The City of New York, or of a guaranty or surety company duly authorized by law to act as a surety, and shall contain the matters set forth in the blank form of bid mentioned below.

No estimate will be received or considered unless accompanied by a certified check or money to the amount of five per cent. of the amount of the bond required, as provided in section 420 of the Greater New York Charter.



The particular as to the quantity and quality of the supplies, or the nature and extent of the work required, or the materials to be furnished, bidders are referred to the printed specifications and plans, in accordance with which all the above materials and work is to be furnished and done.

Bidders will write out the amount of their estimates in addition to inserting the same in figures.

The Commissioner reserves the right to reject all bids or estimates if he deems it for the interests of the City so to do.

Bidders are requested to make their bids or estimates upon the blank form prepared by the Commissioner, a copy of which, with the proper envelope in which to enclose 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.

JAS. KANE,  
Commissioner of Sewers.

DEPARTMENT OF SEWERS—COMMISSIONER'S OFFICE,  
Nos. 13 to 17 PARK ROW,  
NEW YORK, May 23, 1901.

#### TO CONTRACTORS.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE DEPARTMENT OF SEWERS OF THE CITY OF NEW YORK, at its office, Nos. 13 to 17 Park row, Borough of Manhattan, until 4 o'clock P. M.,

WEDNESDAY, JUNE 3, 1901.

for furnishing materials and all the labor required and necessary to build and complete the following works:

#### Borough of Brooklyn.

SEWERS IN TENTH AVENUE, from Seventy-second street to Sixty-second street; SIXTY-SECOND STREET, from Tenth Avenue to Sixth Avenue; SIXTH AVENUE, from Sixty-second street to Sixty-fourth street; SIXTY-FOURTH STREET, from Sixth Avenue to New York Bay.

The Engineer's estimate of the quantity and quality of materials and the nature and extent as near as possible of the work required, is as follows:

- 954 linear feet of 48-inch brick and concrete sewer, on pile foundation, Section "A."
- 163 linear feet of 48-inch brick sewer, on grillage foundation, in open cut, Section "B."
- 1,320 linear feet of 48-inch brick sewer, on grillage foundation, in open cut, Section "C."
- 9,455 linear feet of 48-inch brick sewer in tunnel, Section "D."
- 3,200 linear feet of 48-inch brick sewer, in tunnel, Section "E."
- 64 linear feet of 48-inch brick sewer, in tunnel, Section "F."
- 1,405 linear feet of 54-inch egg-shaped brick sewer.
- 780 linear feet of 48-inch egg-shaped brick sewer.
- 40 linear feet of 48-inch circular brick sewer.
- 55 linear feet of 42-inch egg-shaped brick sewer.
- 1,080 linear feet of 36-inch egg-shaped brick sewer.
- 275 linear feet of 30-inch egg-shaped brick sewer.
- 205 linear feet of 24-inch vitrified stoneware pipe sewer.
- 795 linear feet of 24-inch vitrified stoneware pipe sewer.
- 240 linear feet of 18-inch vitrified stoneware pipe sewer.
- 3,450 linear feet of 12-inch vitrified stoneware pipe sewer.
- 7,400 linear feet of 12-inch vitrified stoneware pipe and drain.
- 1 connecting chamber, complete.
- 9 manholes, Class "A."
- 38 manholes, Class "B."
- 54 manholes, Class "C."
- 39 receiving basins.
- 5,900 cubic yards of additional Roundale cement concrete masonry around tunnel.
- 7,800 cubic yards of additional brick masonry around tunnel.
- 650,000 feet (B. M.) foundation planking under all sewers, excepting 48-inch brick and concrete sewer, Section "A."
- 500,000 feet (B. M.) yellow pine foundation planking under brick and concrete sewer, Section "A," including pile-capping, fender wales, string pieces and all splices, bolts, rods, nuts and washers.
- 1,400,000 feet (B. M.) sheathing and bracing timber.
- 310,000 feet (B. M.) 12-inch by 12-inch yellow pine, squared and grooved, sheet piling.
- 215,000 linear feet piles.
- 3,200 cubic yards rip-rap.
- 5,600 cubic yards sand filling.

The amount of the security required is Four Hundred and Forty Thousand Dollars (\$440,000).

The time allowed to complete the whole work is four thousand five hundred (4,500) working days.

The plans, drawings and specifications may be seen at the office of the Deputy Commissioner of Sewers, Municipal Building, Borough of Brooklyn.

The person or persons making an estimate shall furnish the same in a sealed envelope, indorsed with the title given above, of the work for which the estimate is made, with his or their name or names and the date of presentation, to the head of said Department, at the said office, on or before the date and hour above named, at which time and place the estimates received will be publicly opened by the head of said Department and read, and the award of the contract made according to law as soon thereafter as practicable.

Each estimate shall contain the name and place of residence of the person making the same, the names of all persons interested with him therein, if no other person be so interested it shall distinctly state that fact; also, that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud; and that no member of the Municipal Assembly, head of a department, chief of a bureau, deputy thereof or clerk therein, or other officer of the Corporation, is directly or indirectly interested therein, or in the supplies or work to which it relates, or in any portion of the profits thereof. The estimate must be verified by the cash, in writing, of the party or parties making the estimate that the several matters stated therein are in all respects true.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, or of a guaranty or surety company duly authorized by law to act as a surety and shall contain the matters set forth in the blank form of bid mentioned below.

No estimate will be received or considered unless accompanied by a certified check, or money to the amount of five per cent. of the amount of the bond required, as provided in section 420 of the Greater New York Charter.

For particulars as to the quantity and quality of the supplies, or the nature and extent of the work required, or the materials to be furnished, bidders are referred to the printed specifications and plans, in accordance with which all the above materials and work is to be furnished and done.

Bidders will write out the amount of their estimates in addition to inserting the same in figures.

The Commissioner reserves the right to reject all bids or estimates if he deems it for the interests of the City so to do.

JAS. KANE, Commissioner of Sewers.

### CHANGE OF GRADE DAMAGE COMMISSION, TWENTY-THIRD AND TWENTY-FOURTH WARDS.

PURSUANT TO THE PROVISIONS OF CHAPTER 537 of the Laws of 1899, entitled "An act providing for ascertaining and paying the amount of damages to lands and buildings suffered by reason of changes of grade of streets or avenues, and pursuant to chapter 707 of the Laws of 1897, providing for the depreciation of railroad tracks in the Twenty-third and Twenty-fourth Wards, in the City of New York, or 'otherwise,' and the acts amendatory thereof and supplemental thereto, notice is hereby given that public meetings of the Commissioners appointed pursuant to said acts will be held at Room 28, Schermerhorn Building, No. 95 Broadway, in the City of New York, on Monday, Wednesday and Friday of each week, at 2 o'clock P. M., until further notice.

Dated New York, January 2, 1900.

WILLIAM E. STILLINGS,  
CHARLES A. JACKSON,  
OSCAR S. BAILEY,  
Commissioners

LAMONT McLOUGHLIN,  
Clerk.

### DEPARTMENT OF EDUCATION.

DEPARTMENT OF EDUCATION,  
CORNER PARK AVENUE AND FIFTY-NINTH STREET,  
BOROUGH OF MANHATTAN, CITY OF NEW YORK.

#### PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE COMMISSIONER ON BUILDINGS OF THE BOARD OF EDUCATION OF THE CITY OF NEW YORK, at the Hall of the Board, southwest corner of Park Avenue and Fifty-ninth street, Borough of Manhattan, until 4 o'clock P. M., on

MONDAY, JUNE 3, 1901.

#### Borough of Brooklyn.

No. 1. FOR GENERAL REPAIRS, PUBLIC SCHOOL NO. 13, Third Avenue and State Street; FOR NEW IRON AND STONE STAIRS AND GENERAL REPAIRS AT PUBLIC SCHOOL 17, Driggs Avenue, corner North Fifth Street; FOR NEW IRON AND STONE STAIRS AND GENERAL REPAIRS, PUBLIC SCHOOL 38, North Seventh Street, near Berry Street; FOR GENERAL REPAIRS AT PUBLIC SCHOOL 43, on Boerum Street, near Manhattan Avenue; FOR GENERAL REPAIRS AT PUBLIC SCHOOL 44, Throop Avenue, corner Putnam Avenue; FOR GENERAL REPAIRS AT PUBLIC SCHOOL 49, Mulder Street, near Graham Avenue; FOR NEW BRICK STAIR-HOUSE AND IRON AND STONE STAIRS AT THE TEACHERS' TRAINING HIGH SCHOOL, on Ryerson Street, near Myrtle Avenue, Borough of Brooklyn.

No. 2. FOR REMOVING PRESENT FRONT STAIRS AND ERECTING IRON AND STONE STAIRWAY AT PUBLIC SCHOOL 6, Middle Street, near Henry Street; FOR REMOVING PRESENT REAR STAIRS ON NORTHWEST SIDE AND ERECTING NEW IRON AND STONE STAIRWAY AT PUBLIC SCHOOL 14, Wilson Street, near Bedford Avenue; FOR REMOVING PRESENT REAR STAIRS ON NORTHEAST SIDE AND ERECTING IRON AND STONE STAIRWAY AT PUBLIC SCHOOL 18, Mulder Street, near Leonard Street; FOR REMOVING PRESENT PUPILS' STAIRS ON BOTH SIDES OF BUILDING AND ERECTING IRON AND STONE STAIRS AND STORM-SHEDS AT PUBLIC SCHOOL 41, on Arden Place, corner Beaver Street; FOR REMOVING PRESENT REAR STAIRS AND ERECTING IRON AND STONE STAIRWAY AT TRUANT SCHOOL, Jamaica Avenue, opposite Enfield Street, Borough of Brooklyn.

#### Borough of The Bronx.

No. 3. FOR ELECTRIC LIGHTING PLANT, FIXTURES AND ELECTRIC BELLSYSTEM, NEW PUBLIC SCHOOL 18, on East side of Avenue C, between Eighth and Ninth Streets, Unionport, Borough of The Bronx.

No. 4. FOR INSTALLING HEATING AND VENTILATING APPARATUS AND ELECTRIC LIGHTING PLANT IN NEW ADDITION TO PUBLIC SCHOOL 61, east side of Third Avenue, between One Hundred and Sixty-ninth and One Hundred and Seventy-ninth Streets, Borough of The Bronx.

The security required is Six Thousand (\$6,000) Dollars.

The work is to be completed by July 10, 1901.

#### Borough of Queens.

No. 5. FOR FURNITURE, NEW PUBLICSCHOOL 4, Academy and Lockwood Streets, near Grand Avenue, Long Island City, Borough of Queens.

The security required on Contract No. 1 is Eighteen Hundred (\$1,800) Dollars on Public School 13; Four Thousand (\$4,000) Dollars on Public School 17; Four Thousand (\$4,000) Dollars on Public School 38; Three Thousand (\$3,000) Dollars on Public School 43; Three Thousand (\$3,000) Dollars on Public School 44; Nine Hundred (\$900) Dollars on Public School 49; and Two Thousand Eight Hundred (\$2,800) Dollars on Teachers' Training School.

The security required on Contract No. 2 is Fifteen Hundred (\$1,500) Dollars on Public School 6; Two Thousand One Hundred (\$2,100) Dollars on Public School 14; Twelve Hundred (\$1,200) Dollars on Public School 18; Eighteen Hundred (\$1,800) Dollars on Public School 41; and Nineteen Hundred (\$1,900) Dollars on Truant School.

The security required on Contract No. 3 is Two Thousand (\$2,000) Dollars.

The security required on Contract No. 4 is Six Thousand (\$6,000) Dollars.

The security required on Contract No. 5 is Twelve Hundred (\$1,200) Dollars on Item 1, Thirteen Hundred (\$1,300) Dollars on Item 2, Eight Hundred (\$800) Dollars on Item 3, and Eight Hundred (\$800) Dollars on Item 4. The work mentioned in Contract No. 1 and Contract No. 2 must be commenced at the building on the day of the approval of the contract by the Comptroller and must be completed by September 3, 1901, this being based upon assumption that the contract will have been awarded, executed and approved by June 24, 1901. Should, however, the contract not be executed and approved by June 24, 1901, then the time limit shall be extended from September 3, 1901, one day for each day that may have elapsed between June 24, 1901, and the date of the execution and approval of the said contract.

The work mentioned in Contract No. 3 to be entirely completed by October 1, 1901.

The work mentioned in Contract No. 4 to be completed by July 10, 1901.

The person or persons making an estimate shall furnish the same in a sealed envelope, indorsed with the title given above, of the work for which the estimate is made, with his or their name or names and the date of presentation, to the Committee on Buildings of said Department, at the said office, on or before the date and hour above named, and which time and place the estimates received will be publicly opened by the Committee on Buildings and read, and the award of the contract made to the lowest bidder, according to law. Each estimate shall contain the name and place of

residence of the person making the same, the names of all persons interested with him therein; and that no officer of the City of New York is directly or indirectly interested therein, as provided in sections 146 to 152 of the Revised Ordinances, 1897, and in the blank form of bid mentioned below and furnished by the Department.

The estimate must be verified.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders, in the City of New York, or of a guaranty or surety company duly authorized by law to act as a surety, and shall contain the matters set forth in the blank form of bid mentioned below.

No estimate will be received or considered unless accompanied by a certified check, or money to the amount of five per cent. of the amount of the bond required, as provided in section 420 of the Greater New York Charter.

For particulars as to the quantity and quality of the supplies or the nature and extent of the work required, or of the materials to be furnished, bidders are referred to the printed specifications and plans.

Bidders are requested, in making their bids or estimates, to use the blank prepared for that purpose by the Committee on Buildings, a copy of which, and also the proper envelope in which to enclose the same, together with the form of agreement, including specifications, in the form approved by the Corporation Counsel, and showing the manner of payment for the work, can be obtained upon application therefor at the estimating room, eighth floor, Hall of the Board of Education, corner of Park Avenue and Fifty-ninth street, Borough of Manhattan.

The By-Laws of the Board of Education may be examined at the office of the Secretary.

Dated Borough of Manhattan, May 23, 1901.

RICHARD H. ADAMS,  
CHARLES E. ROBERTSON,  
ABRAHAM STERN,  
WILLIAM J. COLE,  
PATRICK J. WHITE,  
JOHN R. THOMPSON,  
JOSEPH J. KITTEL,  
Committee on Buildings.

DEPARTMENT OF EDUCATION,  
CORNER PARK AVENUE AND FIFTY-NINTH STREET,  
BOROUGH OF MANHATTAN, CITY OF NEW YORK.

#### PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE RECEIVED BY THE COMMISSIONER ON BUILDINGS OF THE BOARD OF EDUCATION OF THE CITY OF NEW YORK, at the Hall of the Board, southwest corner of Park Avenue and Fifty-ninth street, Borough of Manhattan, until 4 o'clock P. M., on

MONDAY, MAY 27, 1901.

#### Borough of Manhattan.

No. 1. FOR ALTERATIONS, REPAIRS, ETC., PUBLIC SCHOOL 13, No. 215 EAST ONE HUNDRED AND TENTH STREET, BOROUGH OF MANHATTAN.

No. 2. FOR WINDOW-SHADES, NEW PUBLIC SCHOOL 17, ONE HUNDRED AND THIRD AND ONE HUNDRED AND FOURTH STREETS, BETWEEN FIFTH AND MADISON AVENUES, BOROUGH OF MANHATTAN.

The security required on Contract No. 1 is Two Thousand (\$2,000) Dollars.

The security required on Contract No. 2 is Five Hundred (\$500) Dollars.

The time allowed to complete Contract No. 1 is sixty (60) days.

The time allowed to complete Contract No. 2 is forty-five (45) days.

The person or persons making an estimate shall furnish the same in a sealed envelope, indorsed with the title given above, of the work for which the estimate is made, with his or their name or names and the date of presentation, to the Committee on Buildings of said Department, at the said office, on or before the date and hour above named, and which time and place the estimates received will be publicly opened by the Committee on Buildings and read, and the award of the contract made to the lowest bidder, according to law.

Each estimate shall contain the name and place of residence of the person making the same, the names of all persons interested with him therein; and that no officer of the City of New York is directly or indirectly interested therein, as provided in sections 146 to 152 of the Revised Ordinances, 1897, and in the blank form of bid mentioned below and furnished by the Department.

The estimate must be verified.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in the City of New York, or of a guaranty or surety company duly authorized by law to act as a surety, and shall contain the matters set forth in the blank form of bid mentioned below.

No estimate will be received or considered unless accompanied by a certified check or money to the amount of five per cent. of the amount of the bond required, as provided in section 420 of the Greater New York Charter.

For particulars as to the quantity and quality of the supplies or the nature and extent of the work required, or of the materials to be furnished, bidders are referred to the printed specifications and plans.

Bidders are requested, in making their bids or estimates, to use the blank prepared for that purpose by the Committee on Buildings, a copy of which, and also the proper envelope in which to enclose the same, together with the form of agreement, including specifications, in the form approved by the Corporation Counsel, and showing the manner of payment for the work, can be obtained upon application therefor at the estimating room, eighth floor, Hall of the Board of Education, corner of Park Avenue and Fifty-ninth street, Borough of Manhattan.

The By-Laws of the Board of Education may be examined at the office of the Secretary.

Dated Borough of Manhattan, May 23, 1901.

RICHARD H. ADAMS,  
CHARLES E. ROBERTSON,  
ABRAHAM STERN,  
WILLIAM J. COLE,  
PATRICK J. WHITE,  
JOHN R. THOMPSON,  
JOSEPH J. KITTEL,  
Committee on Buildings.

#### CORNELL UNIVERSITY.

#### STATE SCHOLARSHIPS.

(Notice pursuant to the Laws of 1894, chapter 526, title 23.)

A COMPETITIVE EXAMINATION OF CANDIDATES for the State Scholarships in Cornell University falling to the County of New York, will be held at the Hall of the Board of Education, Park Avenue and Fifty-ninth street, in the City of New York, Borough of Manhattan,

SATURDAY, JUNE 1, 1901,

commencing at 9 A. M.

Candidates must be at least 16 years of age, and of six months' standing in the Common Schools or Academies of the State during the year immediately preceding this examination, and actual residents of this State.

No person should enter an examination unless prepared to accept a scholarship should one be awarded.

The examination will be upon the following subjects, viz.: English, history (Grecian, Roman, English, American), plane geometry, algebra, through quad-

ratic equations, and either Latin, French or German, at the option of the candidate.

There will be as many candidates appointed from this county as there are Assembly Districts in this county. Candidates will become entitled to the scholarships in the order of their merit.

Dated at New York, this 23rd day of May, 1901.

JOHN JASPER,

Superintendent of Schools, Boroughs of Manhattan and The Bronx.

### FIRE DEPARTMENT.

VAN TASSELL & KEARNEY, AUCTIONEERS, on behalf of the Fire Department, will offer for sale at public auction to the highest bidder, at the place below named,

MONDAY, MAY 27, 1901,

the following property belonging to the Fire Department of The City of New York, and no longer fit for its use:

At Storehouse of Fire Alarm Telegraph Branch, No. 139 East Sixty-eighth Street, at 10.15 o'clock A. M.

- Lot No. 1. 14 Chester Groups.
- " 2. 3 Inside Pood Boxes.
- " 3. 3 Outside Pood Boxes.
- " 4. 14 Old Style Telephone Boards.
- " 5. 2 Old Style Fire Alarm Automatic Boxes, iron.
- " 6. 11 Old Style Fire Alarm Automatic Boxes, wood.
- " 7. 14 Old Style Fire Alarm Box Keyless Doors.
- " 8. Set of Strap and Jack Switches on Slate Bases.
- " 9. 30 (more or less) old Wood Box Bases.
- " 10. 1 lot old Electric Light and Gas Fixtures, Globes, etc.
- " 11. 1 lot old Burned-out Electric Light Bulbs.
- " 12. 2 barrels old Gordon Battery Material.
- " 13. 6 tons (more or less) old Iron.
- " 14. 500 pounds (more or less) old Zinc.
- " 15. 500 pounds (more or less) old Copper.
- " 16. 6 boxes old Glass Battery Jars.
- " 17. 3 old Shovels and Scoops.
- " 18. 2 barrels old Glass Insulators.
- " 19. 1 lot old Single and Double Harness.
- " 20. 2 barrel old Porous Cup.
- " 21. 2 barrels old Glass Battery Jars.
- " 22. 500 feet (more or less) old Submarine Cable.
- " 23. 7 old Mercury Flasks.

Each of the above lots will be sold separately.

The right to reject all bids is reserved.

The highest bidder for each lot, in case the bid is accepted, will be required to pay for the same in cash at the time of sale (except Lots Nos. 12, 14 and 15, which must be paid for at the time of weighing and delivery), and must remove the articles within twenty-four hours after the sale.

The articles may be seen at any time before the day of sale at the place above specified.

JOHN J. SCANNELL,  
Fire Commissioner.

VAN TASSELL & KEARNEY, AUCTIONEERS, on behalf of the Fire Department, will offer for sale at public auction to the highest bidder, at the place below named,

MONDAY MAY 27, 1901,

the following property belonging to the Fire Department of The City of New York, and no longer fit for its use:

At Drill-yard, in rear of Headquarters, Nos. 137 and 139 East Sixty-eighth Street, at 11.30 o'clock A. M.

- Lot No. 1. 1 Wagon, marked "5th Bat., No. 137."
- " 2. 1 Hook and Ladder Truck, registered No. 24.
- " 3. 1 Amoskeag Engine, registered No. 526.
- " 4. 1 Water Tower, registered No. 3.
- " 5. 1 Four-wheel Tender, registered No. 76.
- At Repair Shop, Nos. 137 and 139 East Third Street, at 1.15 o'clock P. M.
- Lot No. 6. 1 lot of old Axes.
- " 7. 1 lot of old Pickets.
- " 8. 1 old Amoskeag Cylinder and Pump.
- " 9. 1 lot of old Wire Cable.
- " 10. 1 lot of old Rubber Valves.
- " 11. 3 old Fire Extinguishers.
- " 12. 1 old Hot Air Pump.
- " 13. 1 old Perfection Pipe-holders.
- " 14. Old Iron Tires, about 4 tons (more or less).
- " 15. Scrap Iron, about 5 tons (more or less).
- " 16. Scrap Brass, about 3 tons (more or less).
- " 17. 1 small Upright Boiler.
- " 18. Old Harness.

At No. 109 Chrystie Street, at 2.15 o'clock P. M.

Lot No. 19. Old Ladders.

At Storehouse, No. 139 Eldridge Street, at 2.45 o'clock P. M.

- Lot No. 20. About 30 pieces old Rubber Hose (without couplings).
- " 21. About 10 pieces old Rubber Hose (without couplings).
- " 22. About 10 pieces old Rubber Hose (without couplings).
- " 23. About 12 pieces old Rubber Hose, 1 1/2 inches (without couplings).
- Lot No. 24. About 30 pieces old Canvas Hose (without couplings).
- " 25. About 30 pieces old Canvas Hose (without couplings).
- " 26. About 30 pieces old Canvas Hose (without couplings).
- " 27. About 12 pieces old Canvas Hose (without couplings).
- " 28. About 20 old Rubber Suctions (without couplings).
- " 29. 1 lot old Rubber Croton Hose (without couplings).
- " 30. 1 lot old Rubber Romants.
- " 31. 1 lot old Rope.
- " 32. 1 lot old Stail Pans.
- " 33. About 12 old Iron Manglers.
- " 34. 4 old Barrels.
- " 35. 2 old Drawing Tables.
- " 36. 4 old Sled Sliding Poles.
- " 37. 1 lot Old Headstuds and Bedding.
- " 38. 1 lot old Chairs.
- " 39. 3 old Clocks.
- " 40. 2 old Feed Bins.
- " 41. 2 old Hose Reels.

Each of the above lots will be sold separately.

The right to reject all bids is reserved.

The highest bidder for each lot, in case the bid is accepted, will be required to pay for the same in cash at the time of sale (except Lots Nos. 14, 15 and 16, which must be paid for at the time of weighing and delivery), and must remove the articles within twenty-four hours after the sale.

The articles may be seen at any time before the day of sale at the places above specified.

JOHN J. SCANNELL,  
Fire Commissioner.

### OFFICIAL PAPERS.

MORNING—"MORNING JOURNAL," "TELEGRAPH."

Evening—"Daily News," "Commercial Advertiser," "Weekly," "Weekly Union."

Semi-weekly—"Harlem Local Reporter."

German—"Morgen Journal."

WILLIAM A. BUTLER,  
Superintendent, City Record.

SEPTEMBER 6, 1899.



DEPARTMENT OF STREET  
CLEANING.

**PERSONS HAVING BULKHEADS TO FILL.**  
In the vicinity of New York Bay, can procure material for that purpose—ashes, street sweepings, etc., such as is collected by the Department of Street Cleaning—free of charge, by applying to the Commissioner of Street Cleaning, Nos. 12 to 21 Park row, Borough of Manhattan.

PERCIVAL E. NAGLE,  
Commissioner of Street Cleaning.

## POLICE DEPARTMENT.

POLICE DEPARTMENT OF THE CITY OF NEW YORK,  
PROPERTY CLERK'S OFFICE,  
No. 300 MULBERRY STREET,  
New York, May 17, 1901.

**PUBLIC NOTICE IS HEREBY GIVEN THAT**  
the following horses will be sold at public auction at the saleroom of Messrs. Van Tassel & Kearney, No. 130 East Thirtieth street, on

TUESDAY, MAY 28, 1901.

At 11 A. M.:  
"Major," No. 167, Twelfth Precinct.  
"Terrier," No. 44, Nineteenth Precinct.  
"Doomy," No. 116, Thirty-sixth Precinct.  
"Doo," No. 131, Thirty-sixth Precinct.  
"Laddy," No. 210, Thirty-eighth Precinct.  
"Burr," No. 105, Fortieth Precinct.  
"Jimp," No. 247, Fortieth Precinct.  
"Harold," No. 250, Sanitary or Border Squad.  
"Billie," No. 286, Fifty-ninth Precinct.  
"Dollie," No. 316, Sixty-seventh Precinct.  
"Andy," No. 109, Seventy-fifth Precinct.  
"Cleveland," No. 335, Eightieth Precinct.  
A. J. LALOR,  
Property Clerk.

POLICE DEPARTMENT—CITY OF NEW YORK, 1892.

**OWNERS WANTED BY THE PROPERTY**  
Clerk of the Police Department of the City of New York, No. 300 Mulberry street, Room No. 9, for the following property, now in his custody, without claimants: Boots, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount money taken from prisoners and found by Patrolmen of this Department.

ANDREW J. LALOR,  
Property Clerk.

POLICE DEPARTMENT—CITY OF NEW YORK,  
BOROUGH OF BROOKLYN.

**OWNERS WANTED BY THE DEPUTY PROP.**  
erty Clerk of the Police Department of the City of New York—Office, Municipal Building, Borough of Brooklyn—for the following property, now in his custody, without claimants: Boots, rope, iron, lead male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount money taken from prisoners and found by Patrolmen of this Department.

CHARLES D. BLATCHFORD,  
Deputy Property Clerk.

DEPARTMENT OF PUBLIC  
CHARITIES.

DEPARTMENT OF PUBLIC CHARITIES,  
BOROUGH OF MANHATTAN AND THE BRONX,  
FOOT OF EAST TWENTY-SIXTH STREET,  
New York, May 23, 1901.

## AUCTION SALE.

**THE UNDERSIGNED WILL SELL AT PUBLIC**  
AUCTION, at office, foot of East Twenty-sixth street, on

WEDNESDAY, JUNE 5, 1901,

at 11 A. M., the following, viz.:  
Boxes (estimated), 60,000 pounds.  
To be collected and removed from Blackwell's Island and Bellevue Hospital three times a week.  
Quantities marked "estimated" are for the accumulation of year 1901, and contracts based on such quantities are for such period of time.  
All quantities to be more or less and estimated only.  
All quantities to be "as are."  
Assignments of contracts will not be recognized unless approved by the Commissioners.  
Each successful bidder will be required to pay twenty-five per cent. of the estimated amount of his purchase to me at the time and place of sale, and the balance to the General Storekeeper at Blackwell's Island in cash or a certified check, on a New York City bank, upon delivery of the goods.

The Commissioners reserve the right to order resale of any goods that shall NOT have been removed by the purchaser within TEN days after he shall have been notified that they are ready, and in case of such resale to forfeit to the use of the Department of Public Charities the TWENTY-FIVE PER CENT. paid in at the time and place of sale. Goods can be examined at Blackwell's Island by intending bidders on any week day before the day of sale.

JOHN W. KELLER,  
Commissioner of Public Charities for the boroughs of Manhattan and The Bronx.

## BOARD OF PUBLIC IMPROVEMENTS.

BOARD OF PUBLIC IMPROVEMENTS,  
Nos. 10 to 21 PARK ROW, BOROUGH OF MANHATTAN.

**NOTICE IS HEREBY GIVEN THAT THE**  
Board of Public Improvements of The City of New York, deeming it for the public interest so to do, proposes to alter the map or plan of The City of New York, so as to lay out approaches to the bridge over Newtown creek from Vernon avenue, in the Borough of Queens to Manhattan avenue, in the Borough of Brooklyn, by changing the grades of Commercial street from Manhattan avenue for a distance of 280 feet; changing the grades of Ash street from Manhattan avenue for a distance of 320 feet; changing the grades of Manhattan avenue from Box street to Newtown creek; changing the lines of Manhattan avenue from Ash street to Newtown creek, in the Borough of Brooklyn, and changing the lines of Vernon avenue from Newtown creek to Fourth street, in the Borough of Queens, and that a meeting of the said Board will be held in the office of the said Board, at Nos. 10 to 21 Park row, Borough of Manhattan, on the 5th day of June, 1901, at 2 o'clock P. M., at which such proposed change of grade and changes of lines will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by said Board on the 15th day of May, 1901, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Public Improvements of The City of New York, in pursuance of the provisions of section 436 of chapter 378, Laws of 1897, deeming it for the public interest so to do, proposes to alter the map or plan of The City of New York so as to lay out approaches to the bridge over Newtown creek from Vernon avenue, in the Borough of Queens, to Manhattan avenue, in the Borough of Brooklyn, by changing the grades of Commercial street, from Manhattan avenue, for a distance of 280 feet; changing the grades

of Ash street, from Manhattan avenue for a distance of 320 feet; changing the grades of Manhattan avenue, from Box street to Newtown creek; changing the lines of Manhattan avenue, from Ash street to Newtown creek, in the Borough of Brooklyn, and changing the lines of Vernon avenue, from Newtown creek to Fourth street, in the Borough of Queens.

The particular description of the change of grades above mentioned in the Borough of Brooklyn, is as follows:

Beginning in center line of Commercial street 320 feet westerly from the center line of Manhattan avenue, the elevation to be 8.8 feet above mean high-water datum, as heretofore.

Thence easterly to Manhattan avenue, the elevation to be 17 feet above mean high-water datum.

Beginning in the center line of Ash street distant 300 feet easterly from the center line of Manhattan avenue, the elevation to be 6.3 feet above mean high-water datum, as at present.

Thence westerly to Manhattan avenue, the elevation to be 17 feet above mean high-water datum.

Beginning in the center line of Manhattan avenue at the center line of Box street, the elevation to be 8.94 feet above mean high-water datum, as heretofore.

Thence northerly to Ash street, the elevation to be 17 feet above mean high-water datum.

Thence northerly to Newtown creek, the elevation to be 6 feet above mean high-water datum, as heretofore.

The property necessary to be taken for the change of lines before mentioned is more particularly described as follows:

## FIRST PARCEL.

Beginning at the intersection of the easterly line of Manhattan avenue with the northerly line of Ash street, in the Borough of Brooklyn;

Thence easterly along said northerly line of Ash street 52.72 feet;

Thence northerly 375 feet on a line parallel to the present easterly line of Manhattan avenue and distant therefrom 50 feet to the established bulkhead-line of Newtown creek;

Thence westerly along said bulkhead-line 52.43 feet to the present easterly line of Manhattan avenue;

Thence southerly along said easterly line of Manhattan avenue 376 feet to the place of beginning.

## SECOND PARCEL.

Beginning at the intersection of the easterly line of Vernon avenue with the southerly line of Borden avenue, Borough of Queens;

Thence easterly along said southerly line of Borden avenue 45 feet;

Thence southerly 550 feet on a line parallel to the present westerly line of Vernon avenue and distant therefrom 120 feet to the established bulkhead-line of Newtown creek;

Thence westerly along said bulkhead-line 47 feet to the present easterly line of Vernon avenue;

Thence northerly along said easterly line of Vernon avenue 347 feet to the place of beginning.

## THIRD PARCEL.

Beginning at the intersection of the easterly line of Vernon avenue with the northerly line of Borden avenue, Borough of Queens;

Thence easterly along said northerly line of Borden avenue 60 feet;

Thence northerly 96 feet on a line parallel to the present easterly line of Vernon avenue and distant therefrom 50 feet to the southerly line of Jackson avenue;

Thence westerly along said southerly line of Jackson avenue 96.8 feet to the present easterly line of Vernon avenue;

Thence southerly along said easterly line of Vernon avenue 38 feet to the place of beginning.

## FOURTH PARCEL.

Beginning at the intersection of the easterly line of Vernon avenue with the northerly line of Third street, Borough of Queens;

Thence easterly along said northerly line of Third street 45 feet;

Thence northerly 199.56 feet along a line parallel to the present easterly line of Vernon avenue and distant therefrom 45 feet to the southerly line of Fourth street;

Thence westerly along said southerly line of Fourth street 45 feet to the present easterly line of Vernon avenue;

Thence southerly along said easterly line of Vernon avenue 192.96 feet to the place of beginning.

Resolved, That this Board consider the proposed change of grade and changes of lines of the above-named approach at a meeting of this Board to be held in the office of this Board on the 5th day of June, 1901, at 2 o'clock P. M.

Resolved, That the Secretary of this Board cause these resolutions, and a notice to all persons affected thereby that the proposed change of grade and changes of lines of the above-named approach will be considered at a meeting of this Board to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 5th day of June, 1901.

Dated New York, May 21, 1901.

JOHN H. MOONEY,  
Secretary.

BOARD OF PUBLIC IMPROVEMENTS,  
Nos. 10 to 21 PARK ROW, BOROUGH OF MANHATTAN.

**NOTICE IS HEREBY GIVEN THAT THE**  
Board of Public Improvements of The City of New York, deeming it for the public interest so to do, proposes to alter the map or plan of The City of New York, by changing the grade in Caton avenue, from Ocean avenue to Flatbush avenue, in the Twenty-ninth Ward, Borough of Brooklyn, City of New York, and that a meeting of the said Board will be held in the office of the said Board, at Nos. 10 to 21 Park row, Borough of Manhattan, on the 5th day of June, 1901, at 2 o'clock P. M., at which such proposed change of grade will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by said Board on the 15th day of May, 1901, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Public Improvements of The City of New York, in pursuance of the provisions of section 436 of chapter 378, Laws of 1897, deeming it for the public interest so to do, proposes to alter the map or plan of The City of New York by changing the grade in Caton avenue, from Ocean avenue to Flatbush avenue, in the Twenty-ninth Ward, Borough of Brooklyn, City of New York, more particularly described as follows:

Beginning at the intersection of Caton avenue and Ocean avenue, the elevation to be 53.5 feet above mean high-water datum, as heretofore;

Thence easterly to the intersection of Kenmore place and East Twenty-first street, the elevation to be 52.4 feet above mean high-water datum;

Thence easterly to the intersection of Flatbush avenue, the elevation to be 52.39 feet above mean high-water datum as heretofore;

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

Resolved, That this Board consider the proposed change of grade of the above-named avenue at a meeting of this Board, to be held in the office of this Board, on the 5th day of June, 1901, at 2 o'clock P. M.

Resolved, That the Secretary of this Board cause these resolutions, and a notice to all persons affected thereby that the proposed change of grade of the above-named avenue will be considered at a meeting of this Board, to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 5th day of June, 1901.

Dated New York, May 21, 1901.

JOHN H. MOONEY,  
Secretary.

BOARD OF PUBLIC IMPROVEMENTS,  
Nos. 10 to 21 PARK ROW, BOROUGH OF MANHATTAN.

**NOTICE IS HEREBY GIVEN THAT THE**  
Board of Public Improvements of The City of New York, deeming it for the public interest so to do, proposes to alter the map or plan of The City of New York, by changing the grade in Flatbush avenue, from Ocean avenue to Flatbush avenue, in the Twenty-ninth Ward, Borough of Brooklyn, City of New York, and that a meeting of the said Board will be held in the office of the said Board, at Nos. 10 to 21 Park row, Borough of Manhattan, on the 5th day of June, 1901, at 2 o'clock P. M., at which such proposed change of grade will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by said Board on the 15th day of May, 1901, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Public Improvements of The City of New York, in pursuance of the provisions of section 436 of chapter 378, Laws of 1897, deeming it for the public interest so to do, proposes to alter the map or plan of The City of New York by changing the grade in Flatbush avenue, from Ocean avenue to Flatbush avenue, in the Twenty-ninth Ward, Borough of Brooklyn, City of New York, more particularly described as follows:

Beginning at the intersection of Caton avenue and Ocean avenue, the elevation to be 53.5 feet above mean high-water datum, as heretofore;

Thence easterly to the intersection of Kenmore place and East Twenty-first street, the elevation to be 52.4 feet above mean high-water datum;

Thence easterly to the intersection of Flatbush avenue, the elevation to be 52.39 feet above mean high-water datum as heretofore;

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

Resolved, That this Board consider the proposed change of grade of the above-named avenue at a meeting of this Board, to be held in the office of this Board, on the 5th day of June, 1901, at 2 o'clock P. M.

Resolved, That the Secretary of this Board cause these resolutions, and a notice to all persons affected thereby that the proposed change of grade of the above-named avenue will be considered at a meeting of this Board, to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 5th day of June, 1901.

Dated New York, May 21, 1901.

JOHN H. MOONEY,  
Secretary.

BOARD OF PUBLIC IMPROVEMENTS,  
Nos. 10 to 21 PARK ROW, BOROUGH OF MANHATTAN.

**NOTICE IS HEREBY GIVEN THAT THE**  
Board of Public Improvements of The City of New York, deeming it for the public interest so to do, proposes to alter the map or plan of The City of New York by changing the grade in Flatbush avenue, from Ocean avenue to Flatbush avenue, in the Twenty-ninth Ward, Borough of Brooklyn, City of New York, and that a meeting of the said Board will be held in the office of the said Board, at Nos. 10 to 21 Park row, Borough of Manhattan, on the 5th day of June, 1901, at 2 o'clock P. M., at which such proposed change of grade will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by said Board on the 15th day of May, 1901, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Public Improvements of The City of New York, in pursuance of the provisions of section 436 of chapter 378, Laws of 1897, deeming it for the public interest so to do, proposes to alter the map or plan of The City of New York by changing the grade in Flatbush avenue, from Ocean avenue to Flatbush avenue, in the Twenty-ninth Ward, Borough of Brooklyn, City of New York, more particularly described as follows:

Beginning at the intersection of Caton avenue and Ocean avenue, the elevation to be 53.5 feet above mean high-water datum, as heretofore;

Thence easterly to the intersection of Kenmore place and East Twenty-first street, the elevation to be 52.4 feet above mean high-water datum;

Thence easterly to the intersection of Flatbush avenue, the elevation to be 52.39 feet above mean high-water datum as heretofore;

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

Resolved, That this Board consider the proposed change of grade of the above-named avenue at a meeting of this Board, to be held in the office of this Board, on the 5th day of June, 1901, at 2 o'clock P. M.

Resolved, That the Secretary of this Board cause these resolutions, and a notice to all persons affected thereby that the proposed change of grade of the above-named avenue will be considered at a meeting of this Board, to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 5th day of June, 1901.

Dated New York, May 21, 1901.

JOHN H. MOONEY,  
Secretary.

BOARD OF PUBLIC IMPROVEMENTS,  
Nos. 10 to 21 PARK ROW, BOROUGH OF MANHATTAN.

**NOTICE IS HEREBY GIVEN THAT THE**  
Board of Public Improvements of The City of New York, deeming it for the public interest so to do, proposes to alter the map or plan of The City of New York by changing the grade in Flatbush avenue, from Ocean avenue to Flatbush avenue, in the Twenty-ninth Ward, Borough of Brooklyn, City of New York, and that a meeting of the said Board will be held in the office of the said Board, at Nos. 10 to 21 Park row, Borough of Manhattan, on the 5th day of June, 1901, at 2 o'clock P. M., at which such proposed change of grade will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by said Board on the 15th day of May, 1901, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Public Improvements of The City of New York, in pursuance of the provisions of section 436 of chapter 378, Laws of 1897, deeming it for the public interest so to do, proposes to alter the map or plan of The City of New York by changing the grade in Flatbush avenue, from Ocean avenue to Flatbush avenue, in the Twenty-ninth Ward, Borough of Brooklyn, City of New York, more particularly described as follows:

Beginning at the intersection of Caton avenue and Ocean avenue, the elevation to be 53.5 feet above mean high-water datum, as heretofore;

Thence easterly to the intersection of Kenmore place and East Twenty-first street, the elevation to be 52.4 feet above mean high-water datum;

Thence easterly to the intersection of Flatbush avenue, the elevation to be 52.39 feet above mean high-water datum as heretofore;

BOARD OF PUBLIC IMPROVEMENTS,  
Nos. 10 to 21 PARK ROW, BOROUGH OF MANHATTAN.

**NOTICE IS HEREBY GIVEN THAT THE**  
Board of Public Improvements of The City of New York, deeming it for the public interest so to do, proposes to alter the map or plan of The City of New York by changing the grade of Bay Eighth street, between Bath avenue and Benson avenue, in the Borough of Brooklyn, City of New York, and that a meeting of the said Board will be held in the office of the said Board, at Nos. 10 to 21 Park row, Borough of Manhattan, on the 5th day of June, 1901, at 2 o'clock P. M., at which such proposed change of grade will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by said Board on the 15th day of May, 1901, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Public Improvements of The City of New York, in pursuance of the provisions of section 436 of chapter 378, Laws of 1897, deeming it for the public interest so to do, proposes to alter the map or plan of The City of New York by changing the grade of Bay Eighth street, between Bath avenue and Benson avenue, in the Borough of Brooklyn, City of New York, more particularly described as follows:

Beginning at the intersection of Bay Eighth street and Bath avenue, the elevation to be 28.0 feet above mean high-water datum as heretofore;

Thence northerly to a point 203 feet from the intersection of the northwestern side line of Bay Eighth street with the northeastern side line of Bath avenue, the elevation to be 25.38 feet above mean high-water datum;

Thence northerly to the intersection of Benson avenue, the elevation to be 7.0 feet above mean high-water datum as heretofore.

Resolved, That this Board consider the proposed change of grade of the above-named street at a meeting of this Board to be held in the office of this Board on the 5th day of June, 1901, at 2 o'clock P. M.

Resolved, That the Secretary of this Board cause these resolutions, and a notice to all persons affected thereby, that the proposed change of grade of the above-named street will be considered at a meeting of this Board to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 5th day of June, 1901.

Dated New York, May 21, 1901.

JOHN H. MOONEY,  
Secretary.

BOARD OF PUBLIC IMPROVEMENTS,  
Nos. 10 to 21 PARK ROW, BOROUGH OF MANHATTAN.

**NOTICE IS HEREBY GIVEN THAT THE**  
Board of Public Improvements of The City of New York, deeming it for the public interest so to do, proposes to alter the map or plan of The City of New York by laying out Elm place, from East One Hundred and Eighty-ninth street to Kingsbridge road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York, and that a meeting of the said Board will be held in the office of the said Board, at Nos. 10 to 21 Park row, Borough of Manhattan, on the 19th day of May, 1901, at 2 o'clock P. M., at which such proposed laying out will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by said Board on the 8th day of May, 1901, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Public Improvements of The City of New York, in pursuance of the provisions of section 436 of chapter 378, Laws of 1897, deeming it for the public interest so to do, proposes to alter the map or plan of The City of New York by laying out Elm place, from East One Hundred and Eighty-ninth street to Kingsbridge road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York, more particularly described as follows:

Beginning at a point in the northern line of East One Hundred and Eighty-ninth street, distant 144.72 feet westerly of the western line of Marion avenue.

Thence northerly on a line which intersects the southern line of Kingsbridge road at a point 45.10 feet westerly of the first point of compound curve, westerly of Marion avenue for 506.19 feet;

Thence westerly along the southern line of Kingsbridge road for 40.30 feet;

Thence southerly on a line parallel to the first-described course and 40 feet therefrom for 313.37 feet to the northern line of East One Hundred and Eighty-ninth street;

Thence easterly along the northern line of East One Hundred and Eighty-ninth street for 40.41 feet to the point of beginning.

Resolved, That this Board consider the proposed laying out of the above-named place at a meeting of this Board to be held in the office of this Board on the 19th day of May, 1901, at 2 o'clock P. M.

Resolved, That the Secretary of this Board cause these resolutions, and a notice to all persons affected thereby that the proposed laying out of the above-named place will be considered at a meeting of this Board to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 19th day of May, 1901.

Dated New York, May 14, 1901.

JOHN H. MOONEY,  
Secretary.

BOARD OF PUBLIC IMPROVEMENTS,  
Nos. 10 to 21 PARK ROW, BOROUGH OF MANHATTAN.

**NOTICE IS HEREBY GIVEN THAT THE**  
Board of Public Improvements of The City of New York, deeming it for the public interest so to do, proposes to alter the map or plan of The City of New York by laying out Elm place, from East One Hundred and Eighty-ninth street to Kingsbridge road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York, and that a meeting of the said Board will be held in the office of the said Board, at Nos. 10 to 21 Park row, Borough of Manhattan, on the 19th day of May, 1901, at 2 o'clock P. M., at which such proposed laying out will be considered by said Board; all of which is more particularly set forth and described in the following resolutions adopted by said Board on the 8th day of May, 1901, notice of the adoption of which is hereby given, viz.:

Resolved, That the Board of Public Improvements of The City of New York, in pursuance of the provisions of section 436 of chapter 378, Laws of 1897, deeming it for the public interest so to do, proposes to alter the map or plan of The City of New York by laying out Elm place, from East One Hundred and Eighty-ninth street to Kingsbridge road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York, more particularly described as follows:

Beginning at a point in the northern line of East One Hundred and Eighty-ninth street, distant 144.72 feet westerly of the western line of Marion avenue.

Thence northerly on a line which intersects the southern line of Kingsbridge road at a point 45.10 feet westerly of the first point of compound curve, westerly of Marion avenue for 506.19 feet;

Thence westerly along the southern line of Kingsbridge road for 40.30 feet;

Thence southerly on a line parallel to the first-described course and 40 feet therefrom for 313.37 feet to the northern line of East One Hundred and Eighty-ninth street;

Thence easterly along the northern line of East One Hundred and Eighty-ninth street for 40.41 feet to the point of beginning.

Resolved, That this Board consider the proposed laying out of the above-named place at a meeting of this Board to be held in the office of this Board on the 19th day of May, 1901, at 2 o'clock P. M.

Resolved, That the Secretary of this Board cause these resolutions, and a notice to all persons affected thereby that the proposed laying out of the above-named place will be considered at a meeting of this Board to be held at the aforesaid time and place, to be published in the City Record for ten days continuously, Sundays and legal holidays excepted, prior to the 19th day of May, 1901.

Dated New York, May 14, 1901.

JOHN H. MOONEY,  
Secretary.

BOARD OF PUBLIC IMPROVEMENTS,  
Nos. 10 to 21 PARK ROW, BOROUGH OF MANHATTAN.

**NOTICE IS HEREBY GIVEN THAT THE**  
Board of Public Improvements of The City of New York, deeming it for the public interest so to do, proposes to alter the map or plan of The City of New York by laying out Elm place, from East One Hundred and Eighty-ninth street to Kingsbridge road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York, and that a meeting of the said Board will be held in the office of the said Board, at Nos. 10 to 21 Park row, Borough of Manhattan



**JOHN WHALEN,**  
Corporation Counsel,  
Borough Hall,  
Borough of Brooklyn,  
New York City