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## THE CITY RECORD.

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GEORGE B. McCLELLAN, MAYOR.

WILLIAM B. ELLISON, CORPORATION COUNSEL. HERMAN A. METZ, COMPTROLLER.

PATRICK J. TRACY, SUPERVISOR.

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### BOARD OF ESTIMATE AND APPORTIONMENT

#### (FINANCIAL AND FRANCHISE MATTERS.)

MINUTES OF MEETING OF BOARD OF ESTIMATE AND APPORTIONMENT, CITY OF NEW YORK, HELD IN ROOM 16, CITY HALL, FRIDAY, MAY 10, 1907.

The Board met in pursuance of an adjournment.

Present—George B. McClellan, Mayor; Herman A. Metz, Comptroller; Patrick F. McGowan, President, Board of Aldermen; John F. Ahearn, President, Borough of Manhattan; Bird S. Coler, President, Borough of Brooklyn; Louis F. Haffen, President, Borough of The Bronx; Joseph Bermel, President, Borough of Queens; George Cromwell, President, Borough of Richmond.

The Mayor, Hon. George B. McClellan, presided.

The minutes of meetings held April 19 and 26, 1907, were approved as printed.

#### New York and Richmond Gas Company.

A communication, dated April 29, 1907, was received from the Mayor's office, returning, duly approved by the Mayor, resolution adopted by the Board April 26, 1907, fixing this day for a public hearing on the application of the New York and Richmond Gas Company for a franchise, and designating the "Times" and the "Tribune" as the daily newspapers in which notice of such hearing should be published.

Which was ordered filed.

The public hearing on the application of the New York and Richmond Gas Company for a franchise to construct, maintain and use pipes, mains and conductors in, under and along the streets, avenues and highways in the Fifth Ward, Borough of Richmond, for transmitting and distributing gas for light, heat and power, to public and private consumers, which was fixed for this day by resolution duly adopted April 26, 1907, was opened, and was continued until May 24, 1907, at 10.30 a. m.

New York Central and Hudson River Railroad Company for Itself and as Lessee of the New York and Harlem Railroad Company.

The public hearing on the resolution and form of contract proposed to be entered into with the New York Central and Hudson River Railroad Company, for itself and as lessee of the New York and Harlem Railroad Company, for a franchise to construct, maintain and operate ducts or subways under and along East One Hundred

and Ninety-fourth street, Kingsbridge road, and other streets in the Borough of The Bronx, as fixed for this day by resolution duly adopted April 5, 1907, was opened.

No one appeared in opposition to the proposed grant.

Mr. Uhl, of counsel for the company, appeared in favor of the same.

No one else desiring to be heard, the Chair declared the hearing closed.

The following was offered:

Resolved, That the Board of Estimate and Apportionment hereby grants to the New York Central and Hudson River Railroad Company the franchise or right fully set out and described in the following form of proposed contract for the grant thereof, embodying all of the terms and conditions, including the provisions as to rates and charges upon and subject to the terms and conditions in said proposed form of contract contained, and that the Mayor of The City of New York be and he hereby is authorized to execute and deliver such contract in the name and on behalf of The City of New York, as follows, to wit:

This contract, made this day of , 1907, by and between The City of New York, party of the first part, by the Mayor of said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City, and the New York Central and Hudson River Railroad Company, for itself, and as lessee of the New York and Harlem Railroad Company, a domestic corporation of the State of New York, hereinafter called the Company, party of the second part, witnesseth:

In consideration of the mutual covenants and agreements herein contained, the parties hereto do hereby covenant and agree as follows:

Section 1. The City of New York hereby grants to the Company, subject to the conditions and provisions hereinafter set forth, the franchise, right and privilege to construct, maintain and operate a subway not to exceed two feet eleven inches in width, with the necessary splicing chambers, for the sole purpose of transmitting power for the operation of its trains by electricity, as required by chapter 425 of the Laws of 1903, said subway to be beneath the surface of the following named streets, avenues and highways between the points described as follows, all situate in the Borough of The Bronx, City of New York, to wit:

Beginning at a point in Webster avenue where East One Hundred and Ninety-fourth street, if prolonged southeasterly, would intersect the right of way of the New York and Harlem Railroad Company; thence northwesterly across Webster avenue to East One Hundred and Ninety-fourth street, and thence northwesterly through East One Hundred and Ninety-fourth street to a point between Valentine avenue and the Grand Boulevard and Concourse, at the intersection of East One Hundred and Ninety-fourth street and Kingsbridge road; thence in a general northwesterly direction through Kingsbridge road to a point where said Kingsbridge road intersects the right-of-way of the New York Central and Hudson River Railroad Company; also

Beginning at a point on the westerly side of the right-of-way of the New York Central and Hudson River Railroad Company on the easterly side of Exterior street, about 300 feet south from West One Hundred and Ninety-fourth street; thence westerly across said Exterior street to and along private property of the New York Central and Hudson River Railroad Company,

—the said right-of-way and the location of the said splicing chambers being shown on a map entitled:

"N. Y. C. & H. R. R. Leased and Operated Lines. Electrification of Lines. Location Plan—Cable Ducts. Kingsbridge road and One Hundred and Ninety-fourth street, New York City."

—dated October 30, 1905, signed by W. J. Wilgus, vice-president, copy of which is annexed hereto and made a part of this grant.

Sec. 2. The grant of this franchise, right and privilege is subject to the following conditions:

First—The said franchise, right and privilege to lay one subway in each of the streets, avenues or highways, and between the limits as hereinbefore described, and the franchise, right and privilege to maintain and operate the same shall be held and enjoyed by the said Company, its lessees or successors, for a term of twenty-five years from the date of the signing of this contract, with the privilege of renewal of said grant for a further period of twenty-five years, upon a fair revaluation of said franchise, right and privilege.

If the Company shall determine to exercise its privilege of renewal, it shall make application to the Board of Estimate and Apportionment of The City of New York, or to any authority which shall be authorized by law to act for the City in place of the said Board. Such application shall be made at any time not earlier than two years and not later than one year before the expiration of the original term of this grant. The determination of the revaluation shall be sufficient, if agreed to in writing by the Company and by the Board of Estimate and Apportionment, or by such other authority in its place. If the Company and the Board, or such other authority in its place for the City, shall not reach such agreement on or before the day one year before the expiration of the original term of this grant, then the annual rate of compensation for such succeeding twenty-five years shall be reasonable, and either the City (by the Board or by such other authority in its place) or the Company shall be bound upon request of the other to enter into a written agreement with such other, fixing the rate of such compensation at such amount as shall be reasonable; and if the parties shall not forthwith agree upon what is reasonable, then the parties shall enter into a written agreement fixing such annual rate at such amount as shall be determined by three disinterested freeholders selected in the following manner:

One disinterested freeholder shall be chosen by the Board of Estimate and Apportionment, or its successors in authority; one disinterested freeholder shall be chosen by the Company; these two shall choose a third disinterested freeholder, and the three so chosen shall act as appraisers and shall make the revaluations aforesaid. Such appraisers shall be chosen at least six months prior to the expiration of the contract, and their report shall be filed with the Board of Estimate and Apportionment or its successors in authority, within three months after they are chosen. They shall act as appraisers and not as arbitrators. They may base their judgment upon their own experience and upon such information as they may obtain by inquiries and investigations without the presence of either party. They shall have the right to examine the books of the Company and its officers under oath. The valuations so ascertained, fixed and determined shall be conclusive upon both parties, but shall not in any event be less than the minimum amount fixed as the sum to be paid annually for the last year of this original grant. If in any case the annual rate shall not be fixed prior to the termination of the original term of this grant, then the Company shall pay the annual rate theretofore prevailing until the new rate shall be determined, and shall then make up to the City the amount of any excess of the annual rate then determined over the previous annual rate. The compensation and expenses of the said appraisers shall be borne jointly by the City and the Company, each paying one-half thereof.

Second—Upon the termination of this contract, or if the same be renewed, then at the termination of the said renewal term, or upon the termination of the rights hereby granted for any other cause, all subways and appurtenances thereto, constructed pursuant to this contract, shall be and become the property of The City of New York, without compensation therefor, and the same may be used by the City for any purpose whatsoever. If, however, at the termination of this grant, as above, the City by the Board of Estimate and Apportionment, or its successors in authority, shall so order by resolution, the said Company shall remove, at its own expense, said subway and all appurtenances thereto, and shall restore the streets and pavements to their original condition.

Third—The Company, its successors or assigns, shall pay to The City of New York for this privilege an annual sum of four thousand five hundred dollars (\$4,500). Such sum shall be paid into the treasury of The City of New York on November 1 of each year, and shall be for the annual amount due to September 30 next preceding; provided, however, that the first payment shall be only for that proportion of four

thousand five hundred dollars (\$4,500) as the time of signing of this contract by the Mayor before September 30 next preceding shall bear to the whole of one year.

Any and all payments made by the terms of this franchise to The City of New York by the Company shall not be considered in any manner in the nature of a tax, but such payments shall be in addition to any and all taxes of whatsoever kind or description, now or hereafter required to be paid by any ordinance of The City of New York or by any law of the State of New York.

Fourth—The annual charges or payments shall continue throughout the whole term of the privilege hereby granted, whether original or renewal, as hereinbefore provided, notwithstanding any clause in any statute or in the charter of any other company, providing for payments of subway rights or franchises at a different rate, and no assignment, lease or sublease of the rights or privileges hereby granted, whether original or renewal, or of any part thereof, or of any of the routes mentioned herein, or of any part thereof, shall be valid or effectual for any purpose unless the said assignment, lease or sublease shall contain a covenant on the part of the assignee or lessee that the same is subject to all the conditions of this grant, and that the assignee or lessee assumes and will be bound by all of said conditions, and especially said condition as to payments, anything in any statute or in the charter of such assignee or lessee to the contrary notwithstanding, and that the said assignee or lessee waives any more favorable conditions created by such statute or its charter, and that it will not claim by reason thereof or otherwise, exemption from liability to perform each and all of the conditions of this grant. Nothing herein contained shall apply to any mortgagee or mere lienor, but shall apply to any purchaser upon foreclosure or under or by virtue of any provision of a mortgage or lien.

Fifth—The rights and privileges granted hereby shall not be assigned either in whole or in part, or leased or sublet in any manner, nor shall title thereto or right, interest or property therein pass to or vest in any other person or corporation whatsoever, either by the act of the Company, its successor or assigns, or by operation of law, whether under the provisions of the statutes relating to the consolidation or merger of corporations or otherwise, without the consent of The City of New York, acting by the Board of Estimate and Apportionment, or its successor in authority, evidenced by an instrument under seal, anything herein contained to the contrary thereof in any wise notwithstanding, and the granting, giving or waiving of any one or more of such consents shall not render unnecessary any subsequent consent or consents. This provision, however, shall not apply to the making of a mortgage, but shall apply to a sale under foreclosure.

Sixth—The grant of this privilege is subject to whatever right, title or interest the owners of abutting property or others may have in and to the streets, avenues and highways on the route heretofore described.

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

Eighth—The operation of electrical conduits, conductors and devices are subject to such rules and regulations as the Commissioner of Water Supply, Gas and Electricity shall, from time to time, have adopted or may hereafter adopt for the installation and operation of apparatus of this character in and through the streets of this City, and no work shall be done under its franchise until and unless the Commissioner of Water Supply, Gas and Electricity shall have issued a permit for its construction.

Ninth—All construction which shall be made under this grant shall be done in a manner solely upon the terms and conditions hereafter to be imposed by the President of the Borough of The Bronx and the Commissioner of Water Supply, Gas and Electricity, or their respective successors in authority. The said Company shall submit a working plan of construction to the said President and to the said Commissioner, which shall include and show in detail the method of construction of said subway, connections, splicing chambers or manholes, and other appurtenances, and the mode of protection of all subsurface construction under the streets, avenues and highways described in the route.

Tenth—The Company shall give notice to the President of the Borough of The Bronx and to the Commissioner of Water Supply, Gas and Electricity, in writing, of its intention to begin construction of the work hereby authorized at least forty-eight hours before such construction commences. The Company shall also give notice to the Board of Estimate and Apportionment, in writing, of the date on which work is commenced and also the date on which the same is completed.

Eleventh—Any pavement disturbed during the construction or repair of said subway at any time during the term of the grant shall be restored to its original condition by the Company. The Company shall pave and keep in permanent repair that portion of the surface of the street in which said subway is constructed immediately adjacent to and for a distance of five feet in all directions around the cover or covers of each and every splicing chamber, under the supervision of the local authorities, whenever the same become in a state of disrepair or whenever required by them to do so, and in such manner as they may prescribe. And it shall not be necessary, in the event that the portion of the surface of the street, avenue or highway which the said Company obligates itself to keep in repair, shall not be repaired by the Company as hereinbefore provided, for the City to give any notice to the Company of such state of disrepair, but the City may make such repairs and charge the same to the Company, which the said Company agrees to pay.

Twelfth—The Company shall, in the course of construction of the subway, maintain and care for all underground and overground structures in its route, or directly interfered with by its construction, and any necessary interference shall be subject to reasonable regulation by the Department of the government of the City under control or charge thereof.

Thirteenth—Any alteration which may be required in the sewerage or drainage system of the City, or to any subsurface structures laid in the streets, avenues and highways along the route of the subway on account of the construction or operation of the same, shall be made at the sole cost of the Company, and in such manner as the proper City officials may prescribe.

Fourteenth—Any alteration in the subway and its appurtenances which shall be made necessary shall, after due notice of the said alteration has been served upon the Company by the Board of Estimate and Apportionment, be made at the sole cost of the Company and in such manner as the City officials having authority and jurisdiction may prescribe.

Fifteenth—Should the City require, for any public improvement, the space occupied by the subway in the streets, avenues or highways for which permission is herein granted, the Company shall, at its own expense, alter the position of and rebuild said subway as directed by the proper City officials.

Sixteenth—All plans for the drainage of the subway and splicing chambers shall be submitted to and approved by the President of the Borough of The Bronx.

Seventeenth—The said Company shall bear the expense of inspection, which may be required by the President of the Borough of The Bronx and the Commissioner of Water Supply, Gas and Electricity, of all the work of construction required, or removal of the said subway, which shall be done under this grant.

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

Nineteenth—The grant of this privilege shall not affect in any way the right of The City of New York to grant a similar privilege upon the same or other terms and conditions to any other person or corporation.

Twentieth—The Company shall assume all liability by reason of the construction and operation of the subway and the City shall assume no liability whatsoever to either persons or property by reason of its construction.

As a condition of this grant, the Company, its successors or assigns, hereby agrees to repay to the City any damages which the City shall be compelled to pay by reason of any acts or defaults of the Company, its successor or assigns. Due notice of any such demand shall be given to the Company.

Twenty-first—In case of any violation or breach or failure to comply with any of the provisions herein contained, this contract may be forfeited or avoided by The City of New York by a suit brought by the Corporation Counsel, on notice of ten days to the said Company.

Twenty-second—The subway hereby authorized shall be used only by the Company, and for no purpose other than transmission of electrical current in the operation, management and maintenance of its railroads owned or leased.

Twenty-third—If the said Company, its successors or assigns, shall fail to maintain its structures in good condition throughout the full term of its occupancy of such streets, the Board of Estimate and Apportionment of The City of New York may give written notice to the said Company specifying any default on the part of said Company, and requiring said Company to remedy the same within a reasonable time, and upon the failure of the Company to remedy said default within a reasonable time, said Company shall for each day thereafter during which the default or defect remains, pay to The City of New York a sum of fifty dollars (\$50) as fixed or liquidated damages, or the said City, in case such structures which may affect the surface of the streets, shall not be put in good condition within a reasonable time after notice by the Board as aforesaid, shall have the right to make all needed repairs at the expense of the Company, in which case the said Company shall pay to the City the amount of the cost of such repairs, with legal interest thereon, all of which sums may be deducted from the fund hereinbefore provided.

Twenty-fourth—This grant is upon the express condition that the Company, within thirty days after the execution of this contract and before anything is done in exercise of the rights conferred thereby, shall deposit with the Comptroller of The City of New York the sum of ten thousand dollars (\$10,000), either in money or in securities to be approved by him, which fund shall be security for the performance by the Company of the terms and conditions of this grant, especially those which relate to the payment of the annual charges for the privilege and the penalties herein provided, and in case of default in the performance by said Company of such terms and conditions, The City of New York shall have the right, after due notice, to collect the same from the said fund without legal proceedings, or after default in the payment of the annual charges shall collect the same, with interest, from said fund after ten days' notice in writing to the said Company. In case of any drafts so made upon this security fund, the said Company shall, upon thirty days' notice in writing, pay to the Comptroller of The City of New York a sum of money sufficient to restore the said fund to the original amount of ten thousand dollars (\$10,000), and in default thereof the grant hereby made may be canceled and annulled at the option of the Comptroller of The City of New York, acting on behalf of said City. No action or proceeding or rights under the provisions of this section shall affect other legal rights, remedies or causes of action belonging to The City of New York.

Twenty-fifth—The Company promises, covenants and agrees on its part and behalf to conform to and abide by and perform all the terms, conditions and requirements in this contract fixed and contained.

In witness whereof, the party of the first part, by its Mayor, thereunto duly authorized by the Board of Estimate and Apportionment of said City, has caused the corporate name of said City to be hereunto signed, and the corporate seal of said City to be hereunto affixed, and the party of the second part, by its officers, thereunto duly authorized, has caused its corporate name to be hereunto signed, and its corporate seal to be hereunto affixed, the day and year first above written.

THE CITY OF NEW YORK,

By..... Mayor.

[CORPORATE SEAL.]

Attest:

City Clerk.

THE NEW YORK CENTRAL AND HUDSON RIVER RAIL-ROAD COMPANY,

By..... President.

[SEAL.]

Attest:

Secretary.

Which was adopted by the following vote:

Affirmative—The Mayor, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—13.

Jones Brothers.

In the matter of the application of Jones Brothers for permission to construct, maintain and use a 4-inch iron pipe to contain two wires under Water street, between Jay and Pearl streets, in the Borough of Brooklyn, for the purpose of transmitting electric current to furnish light and power from its power plant to its stable building, which was presented to the Board at its meeting of March 15, 1907, and referred to the Bureau of Franchises.

The Secretary presented the following:

REPORT NO. F-18.

BOARD OF ESTIMATE AND APPORTIONMENT,  
OFFICE OF THE CHIEF ENGINEER,  
May 4, 1907.

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

SIR—At the meeting of the Board of Estimate and Apportionment held on March 15, 1907, an application was submitted by Messrs. Jones Bros. for the right to lay and maintain a 4-inch pipe imbedded in concrete in Water street, between the building occupied by them, on the south side of Jay street, west of Water street, and a stable also on the south side of Water street, about 107 feet 6 inches east of Jay street. The application was referred to this office for investigation and report.

I beg to submit herewith the result of the investigation made by the Division of Franchises, from which it appears that there can be no objection to granting the right asked for. The other City departments have been consulted, and no objection has been raised by them. A form of resolution granting a revocable consent for a period of ten years is herewith submitted, the adoption of which is recommended.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

BOARD OF ESTIMATE AND APPORTIONMENT,  
BUREAU OF FRANCHISES, ROOM 79, NO. 280 BROADWAY,  
April 25, 1907.

Mr. NELSON P. LEWIS, Chief Engineer, Board of Estimate and Apportionment:

SIR—The firm of Jones Bros., engaged in the wholesale and retail tea business, under the name of the Grand Union Tea Company, and owners of the building covering most of the block bounded by Water, Front, Pearl and Jay streets, in the Borough of Brooklyn, and also owners of a stable building on the southerly side of Water street, about 107 feet 6 inches east of Jay street, in a petition to the Board of Estimate and Apportionment, dated March 5, 1907, requests permission to lay down and maintain, under Water street and its intersection with Jay street, a four (4) inch iron pipe, imbedded in concrete, for the purpose of conveying two wires for the transmission of electric current to furnish light and power from its power plant, in the building on the block bounded by Water, Front, Jay and Pearl streets, to its stable building east of Jay street; all as shown on the plan submitted by the applicant, entitled:

"Plan showing location of Proposed Pipe for Electric Wires to be laid in Water street, Borough of Brooklyn, to accompany application of Jones Brothers to the Board of Estimate and Apportionment, City of New York, dated March 5, 1907," and signed "Jones Brothers, William J. Burke, Attorney."

An affidavit signed by Frank S. Jones has also been submitted, wherein it is stated that the properties with which the proposed pipe are to connect, and known as Nos. 176 and 190 Water street, are owned by the petitioner.

The power to be transmitted is to be used exclusively by the petitioner for the purpose of furnishing light and operating an electric elevator in the stable building.

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

Replies have been received from these officials, stating that they have no objection, and that the usual form of resolution will suffice; but the Commissioner of Water Supply, Gas and Electricity requests that the pipe be placed eight (8) feet from the curb, instead of seven (7) feet, as originally shown on the submitted plans.

The applicant has agreed to this slight change and the plans have been altered in accordance therewith.

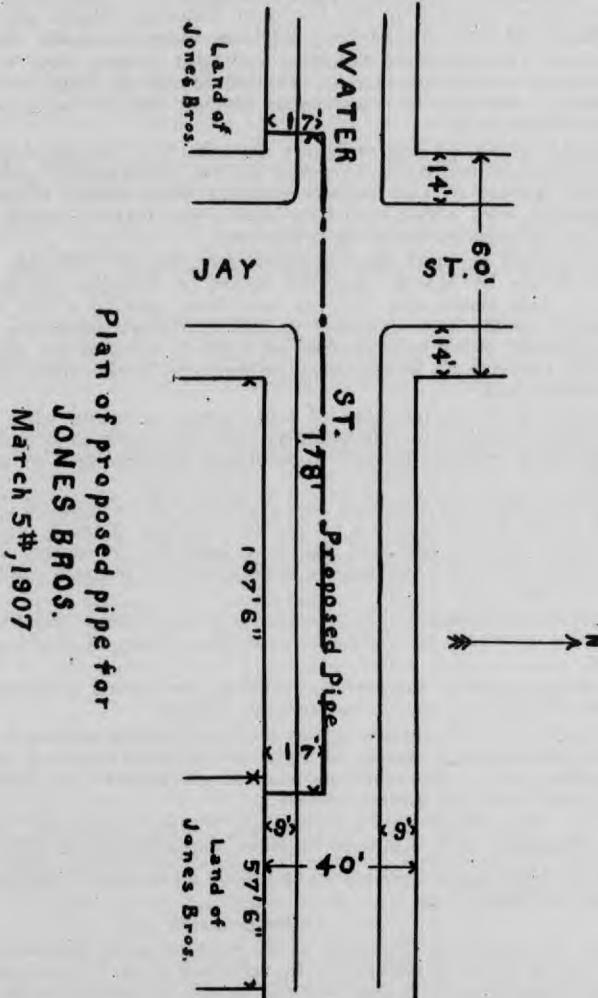
I have no objections to offer to the project and would recommend that the requested permission be granted for a period not exceeding ten years, but revocable at the pleasure of the Board of Estimate and Apportionment or its successors in authority upon sixty (60) days' notice in writing, and that it be made a condition of the consent that a security deposit of the sum of \$1,000 be required, said deposit to be in the form of either money or securities, and to be approved by and deposited with the Comptroller, for the faithful performance of the terms and conditions of this consent.

The total length of the proposed pipe outside the building lines is shown to be 212 feet. In accordance with the schedule adopted by the Board of Estimate and Apportionment, fixing the rate of charge for such privileges, the compensation for this permit should be \$405.40 per annum, and such fee for opening the street as may be determined by the President of the Borough of Brooklyn. The compensation should commence from the date of the approval of this consent by the Mayor.

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

Respectfully,

HARRY P. NICHOLS, Engineer in Charge.



The following was offered:

Resolved, That the consent of the Corporation of The City of New York be and the same is hereby given to the firm of Jones Brothers, the owner of certain lands on the southerly side of Water street, in the vicinity of Jay street, Borough of Brooklyn, City of New York, to construct, maintain and operate a four (4) inch pipe under said Water street, for conveying two wires for the transmission of electric current to furnish light and power from its power plant in the building on the block bounded by Water, Front, Jay and Pearl streets, to its property known as No. 190 Water street; all as shown on the plan entitled:

"Plan showing location of proposed pipe for electric wires to be laid in Water street, Borough of Brooklyn, to accompany application of Jones Brothers to the Board of Estimate and Apportionment, City of New York, dated March 5, 1907."

—and signed by Jones Brothers, William J. Burke, attorney, a copy of which is annexed hereto and made a part hereof.

The consent hereby given is subject to the following terms and conditions:

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

2. The said firm of Jones Brothers, its successors or assigns, shall pay into the Treasury of The City of New York the sum of four hundred and five dollars and forty cents (\$405.40) per annum on November 1, of each year; provided, however, that the first payment shall be only that proportion of \$405.40 as the time between the approval of this consent by the Mayor and November 1 following shall bear to the whole year. The compensation herein reserved shall commence from the date of approval hereof by the Mayor, and shall be paid annually in advance. Such compensation shall not be considered in any manner in the nature of a tax, but shall be in addition to any and all taxes of whatsoever kind or description, now or hereafter required to be paid by any ordinance of The City of New York, or by any law of the State of New York.

3. Upon the revocation or termination by limitation of this consent, the said grantee, its successors or assigns, shall, at its own cost, cause the pipe line to be removed and all that portion of Water street affected by this permission to be restored to its proper and original condition.

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

5. The said grantee shall pay the entire cost of

- (a) The construction and the maintenance of the pipe line.
- (b) The protection of all surface and subsurface structures which shall be in any way disturbed by the construction of the pipe line.
- (c) All changes in sewer or other subsurface structures made necessary by the construction of the pipe line, including the laying or re-laying of pipes, conduits, sewers or other structures.
- (d) The replacing or restoring of the pavement in said streets which may be disturbed during the construction of said pipe line.
- (e) Each and every item of the increased cost of any future subsurface structure caused by the presence of said pipe line under this consent.
- (f) The inspection of all work during construction or removal of said pipe line, as herein provided, which may be required by the President of the Borough of Brooklyn, and the Commissioner of Water Supply, Gas and Electricity.

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

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

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

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

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

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

12. Said grantee, its successors or assigns, shall commence the construction of said pipe line under this consent and complete the same within ninety (90) days from the date of the approval of this consent by the Mayor; otherwise this consent shall be forfeited forthwith, and without any proceedings either by law or otherwise for that purpose; provided, however, that such time may be extended by the Board of Estimate and Apportionment for a period not exceeding sixty (60) days.

13. This consent is upon the express condition that within thirty (30) days after its approval by the Mayor, and before anything is done in exercise of the rights conferred hereby, the said grantee shall deposit with the Comptroller of The City of New York the sum of one thousand dollars (\$1,000), either in money or in securities to be approved by him, which fund shall be security for the performance of the terms and conditions of this consent, especially those which relate to the payment of the annual charge and the repairs of the street pavement. In case of default in the performance by said grantee of any of such terms and conditions, The City of New York shall have the right to cause the work to be done and the materials to be furnished for making the necessary changes or repairs, after ten (10) days' notice in writing, and shall collect the reasonable cost thereof from the said fund without legal proceedings, or in case of default in the payment of the annual charges, shall collect the same with interest from such fund after ten (10) days' notice in writing to the said grantee.

In case of any drafts so made upon the security fund, the said grantee shall, upon thirty (30) days' notice in writing, pay to the Comptroller of The City of New York a sum of money sufficient to restore the said fund to the original amount of one thousand dollars (\$1,000), and in default of the payment thereof the consent hereby given may be canceled and annulled at the option of the Board of Estimate and Apportionment of The City of New York, acting on behalf of said City. No action or proceedings or rights under the provisions of this section shall affect any other legal rights, remedies or causes of action belonging to The City of New York.

14. Said grantee shall give notice to the President of the Borough of Brooklyn and to the Commissioner of Water Supply, Gas and Electricity, in writing, of its intention to begin construction of the work hereby authorized at least forty-eight (48) hours before such construction commences. The grantee shall also give to the Board of Estimate and Apportionment notice in writing of the date on which the work is commenced and also the date on which the same is completed.

15. This consent shall not become operative until said grantee shall duly execute an instrument in writing, wherein said grantee shall promise, covenant and agree on its part to conform to, abide by and perform all the terms, conditions and requirements in this consent fixed and contained, and file the same with the Board of Estimate and Apportionment of The City of New York within thirty (30) days after the approval of this consent by the Mayor.

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

Which was adopted by the following vote:

Affirmative—The Mayor, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—13.

## New York City Interborough Railway Company.

In the matter of the application of the New York City Interborough Railway Company for the consent of the City to certain modifications and alterations in its routes in the Boroughs of Manhattan and The Bronx, as heretofore granted to it by ordinance adopted by the Board of Aldermen, March 16, 1903, and approved by the Mayor, March 31, 1903.

At the meeting of April 12, 1907, a resolution was adopted by the Board, tentatively approving the terms and conditions proposed in the report of the Bureau of Franchises submitted to the Board on February 1, 1907, and referring the matter to the Corporation Counsel to draw a contract in accordance with the terms and conditions proposed, and to incorporate therein such matter as in his opinion would seem advisable to fully protect the interests of the City.

The Secretary presented the following:

LAW DEPARTMENT—OFFICE OF THE CORPORATION COUNSEL, }  
NEW YORK, April 23, 1907. }

## Board of Estimate and Apportionment:

DEAR SIRS—I have received from you the following communication, dated April 12, 1907:

"I transmit herewith certified copy of resolution this day adopted by the Board of Estimate and Apportionment in relation to the New York City Interborough Railway Company, together with a copy of the report therein referred to of the Bureau of Franchises, presented to the Board at the meeting of February 1, 1907.

"I also transmit a form of contract in which the conditions as approved have been incorporated.

"You will note that you are requested to draw a contract in accordance with the terms and conditions proposed, and to incorporate therein such matter as in your opinion is necessary to fully protect the interests of the City."

The purpose of the contract I am requested to draft appears from said resolution of the Board of Estimate and Apportionment to be to permit the making by the New York City Interborough Railway Company of certain changes in its route by relinquishing part of its present route, and substituting therefor other routes, and also granting an extension of time in which to complete its railroad.

I have gone over the form of contract approved by the Select Committee and find it to be satisfactory in form to carry into effect the intentions of the Board except in one particular.

In the ordinance adopted by the Board of Aldermen March 16, 1903, granting to the New York City Interborough Railway Company the right to construct and operate a street surface railroad upon the route which said company now proposes to modify in some respects, it was provided that the plant and property of the said company, including power-house, tracks and appurtenances, were to become the property of the City upon the expiration of the period for which the franchise was granted, the City paying a fair valuation therefor.

On the route down Tremont avenue the new plan proposes relinquishing of the route on Ryer avenue, for which the Interborough has the franchise, and the substitution instead of Webster avenue, which runs parallel to Ryer avenue, and which, being a wide street, is better suited for railway purposes. In fact, Ryer avenue is almost too narrow to permit the proper operation of a railway thereon. The right to operate a railway on Webster avenue is now held by the Union Railway Company under an exclusive franchise.

When the City, as a result of the terms and conditions contained in the original franchise grant to the New York City Interborough Railway Company, takes over its franchise and property in the course of time, the effect would be that the City would have a railroad which would not be complete, in that it would have no right to operate over that portion of Webster avenue for which the Union Railway Company has the exclusive franchise, without the consent of such company.

To prevent such a state of affairs arising I recommend that the following changes be made in the form of contract submitted with your letter, paragraph fourth to be changed to read as follows:

Fourth—That this contract shall not become operative until the Company shall procure, to be executed and approved in proper form for record, and duly deliver to the Board of Estimate and Apportionment, an agreement wherein the Union Railway Company of New York City shall agree to waive any right it may have to exclusive franchises by former grants to or now owned by the said Union Railway Company in streets or avenues for which authority to construct railways therein is hereby given, and in which agreement the said Union Railway Company shall further agree to allow the use of its tracks in such streets and avenues by the said New York City Interborough Railway Company, its successors or assigns, The City of New York and any other company to which the City may hereafter grant or lease rights.

Insert the following as paragraph fifth:

Fifth—Nothing in this contract shall be deemed to affect in any way the right of the City to grant to any individual or other corporation similar rights or privileges upon the same or other terms and conditions in or upon which a railway is herein authorized.

Paragraph fifth to stand as at present proposed but to be numbered sixth.

When these changes are made I am of the opinion the proposed contract will be satisfactory in form and will fully protect the interests of the City.

Respectfully yours,

G. L. STERLING, Acting Corporation Counsel.

The following was offered:

Whereas, The City of New York, by an ordinance adopted by the Board of Aldermen March 16, 1903, and approved by the Mayor March 31, 1903, granted to the New York City Interborough Railway Company the right to construct, maintain and operate a street surface railroad upon certain routes particularly set forth in section 1 of said ordinance, and which ordinance, including all the terms and conditions thereof, was accepted by said Company by an instrument in writing duly filed with the Comptroller of The City of New York on April 3, 1903; and

Whereas, The said Company has petitioned the Board of Estimate and Apportionment, under dates of June 26, 1905, June 21, 1906, and March 12, 1907, for the consent of The City of New York to certain modifications and alterations in said routes, as is fully set forth in said petitions; and

Whereas, The Board of Estimate and Apportionment has, in accordance with the provisions of law, held public hearings on the several petitions, to wit: On September 15, 1905, September 28, 1906, and on April 12, 1907, respectively; due notice of such applications and of such dates for public hearings having been published according to law; and

Whereas, It was provided by section 6 of said ordinance that the said Company should complete the construction of at least twenty-four miles of double-track railroad on or before July 1, 1905; and

Whereas, Said Company has petitioned this Board, under date of May 18, 1906, for an extension of time in which to complete the construction of said twenty-four miles of railroad; and

Whereas, This Board has made inquiry as to the proposed modifications and alterations in the said routes of said Company, and as to the extension of time applied for, and has reached the conclusion that certain of such modifications and alterations are desirable and in the public interest, and that an extension of time is warranted in order to permit of the construction of twenty-four miles of double-track railroad, including such modified or altered routes; now therefore it is

Resolved, That the following form of resolution for the consent or right applied for by the New York City Interborough Railway Company containing the form of

proposed contract for the grant of such right be hereby introduced and entered in the minutes of this Board, as follows:

Resolved, That the Board of Estimate and Apportionment hereby consents to certain modifications and alterations in the route of the New York City Interborough Railway Company as granted by an ordinance adopted by the Board of Aldermen on March 16, 1903, and approved by the Mayor March 31, 1903, and hereby consents to an extension of time in which to complete twenty-four miles of double-track railroad, including such modified or altered routes, such modifications and alterations in said routes and such extension of time being fully set forth and described in the following form of proposed contract for the granting thereof, embodying such terms and conditions as modify or alter said ordinance as approved March 31, 1903; which said ordinance otherwise remains unchanged as to all the other terms and conditions expressed therein; and be it further

Resolved, That the Mayor of The City of New York be and he hereby is authorized to execute and deliver such contract in the name and on behalf of The City of New York, as follows, to wit:

## NEW YORK CITY INTERBOROUGH RAILWAY COMPANY.

## Proposed Form of Contract for Alterations in Routes and Extension of Time for Completion of Construction.

This contract, made the day of , 1907, by and between The City of New York (hereinafter called the City), party of the first part, by the Mayor of the said City, acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), and the New York City Interborough Railway Company (hereinafter called the Company), party of the second part, witnesseth:

Whereas, A certain ordinance entitled:

"An ordinance granting to the New York City Interborough Railway Company the right or franchise to construct and operate a street surface railroad in, upon and along certain streets, avenues, parkways, highways and bridges of The City of New York."

—was heretofore adopted by the Board of Aldermen March 16, 1903, and approved by the Mayor of The City of New York on March 31, 1903; and

Whereas, Thereafter the Company on April 3, 1903, filed with the Comptroller of said City a written acceptance, executed March 31, 1903, of said ordinance, and of the terms, conditions and provisions thereof, and an agreement to perform and observe the same; and

Whereas, In and by said ordinance the consent of the corporation of The City of New York was granted to the Company for the construction, maintenance and operation of the railroad of said railway company upon certain enumerated streets, avenues, highways, etc., within said City, and across certain streets, avenues, highways, etc., as may be encountered in its route; and

Whereas, On the 10th day of April, 1905, on the 20th day of June, 1906, and on the 11th day of March, 1907, the Board of Directors of the said Company at meetings of said Board duly held on said dates, and by a vote of two-thirds of all the directors of the said Company passed resolutions amending said routes as are more particularly shown on maps filed on April 25, 1905, on the 20th day of June, 1906, and on the 12th day of March, 1907, respectively, in the office of the Clerk of New York County; and

Whereas, It is the intention of said railway company when the consent of the City has been obtained to relinquish part of the routes as originally granted by the ordinance above referred to, and to substitute such changed or altered routes therefor; and

Whereas, The said Company has applied to the Board of Estimate and Apportionment as the local authorities of The City of New York by verified petitions dated June 26, 1905, June 21, 1906, and March 12, 1907, for the consent of such local authorities for such alterations and for the modification of the said ordinance in accordance therewith; and

Whereas, The Company has presented a petition dated May 18, 1906, for an extension of time in which to complete twenty-four miles of double-track railroad, now therefore

In consideration of the premises, and of the mutual covenants herein contained, the parties do hereby covenant and agree as follows:

Section 1. The City hereby grants to the Company, subject to the provisions and conditions hereinafter set forth, the right to relinquish routes as heretofore granted to said Company, and to the substitution in the place thereof of certain other routes, all of which are shown on a map entitled:

"New York City Interborough Railway Company," signed Alfred Skitt, President; A. E. Kalbach, Engineer, dated March 18, 1907,

—a copy of which is attached hereto and made a part hereof, and are more particularly described as follows:

## Change First.

Route Relinquished—Beginning at the intersection of Sedgwick avenue with Perot street; running thence northwesterly in, upon and along Perot street to Boston avenue; thence northeasterly on Boston avenue to its intersection with Fort Independence street.

Route Substituted—Beginning at the intersection of Sedgwick avenue and Perot street; running thence northerly in, upon and along Sedgwick avenue to the intersection of Sedgwick avenue with Boston avenue; thence in, upon and along Boston avenue to Fort Independence street.

## Change Second.

Route Relinquished—Beginning at the intersection of Kingsbridge road and Heath avenue; running thence northerly in, upon and along Heath avenue to its intersection with West Two Hundred and Thirtieth street; thence westerly in, upon and along West Two Hundred and Thirtieth street to its intersection with Bailey avenue.

Route Substituted—Beginning at the intersection of Kingsbridge road and Heath avenue; running thence westerly in, upon and along Kingsbridge road over the proposed viaduct or bridge, crossing the railroad tracks of the New York and Putnam Railroad Company and the New York Central and Hudson River Railroad Company and across Spuyten Duyvil creek to Muscoota street; thence in, upon and along Muscoota street to Broadway.

## Change Third.

Route Relinquished—Beginning at the intersection of Boston road with East One Hundred and Seventy-eighth street; running thence northwesterly in, upon and along East One Hundred and Seventy-eighth street to Vyse street; thence northerly in, upon and along Vyse street to East One Hundred and Eighty-second street; thence northwesterly in, upon and along East One Hundred and Eighty-second street to the Southern boulevard.

Route Substituted—Beginning at the intersection of the Boston road with East One Hundred and Seventy-eighth street; running thence northeasterly in, upon and along Boston road to East One Hundred and Eightieth street; thence northwesterly in, upon and along East One Hundred and Eightieth street to the Southern boulevard.

## Change Fourth.

Route Relinquished—Beginning at the intersection of Ogden avenue with West One Hundred and Sixty-first street; running thence northwesterly in, upon and along West One Hundred and Sixty-first street to its intersection with Summit avenue; thence northeasterly in, upon and along Summit avenue to its intersection with West One Hundred and Sixty-sixth street; thence westerly in, upon and along West One Hundred and Sixty-sixth street to its intersection with Lind avenue; thence northerly in, upon and along Lind avenue as it winds and turns to Aqueduct avenue; thence northeasterly in, upon and along Aqueduct avenue to Ogden avenue.

Route Substituted—Beginning at the intersection of Ogden avenue and West One Hundred and Sixty-first street; running thence northerly in, upon and along Ogden avenue to its intersection with Aqueduct avenue.

## Change Fifth.

Route Relinquished—Beginning at the intersection of Kingsbridge road with Reservoir avenue; running thence northerly and westerly in, upon and along Reservoir avenue as it winds and turns to Sedgwick avenue.

Route Substituted—Beginning at the intersection of Kingsbridge road with Sedgwick avenue; running thence northerly, in, upon and along Sedgwick avenue to its intersection with Reservoir avenue.

## Change Sixth.

Route Relinquished—Beginning at the intersection of Tremont avenue with Ryer avenue; running thence northerly in, upon and along Ryer avenue to East One Hundred and Eightieth street; thence southeasterly in, upon and along East One Hundred and Eightieth street to Webster avenue.

Route Substituted—Beginning at the intersection of Tremont avenue and Ryer avenue; thence easterly in, upon and along Tremont avenue to Webster avenue; thence northeasterly in, upon and along Webster avenue upon the tracks of the Union Railway Company of New York City to the intersection of Webster avenue with East One Hundred and Eightieth street.

## Change Seventh.

Route Relinquished—Beginning at the intersection of East One Hundred and Forty-ninth street and Cortlandt avenue; running thence northerly in, upon and along Cortlandt avenue to East One Hundred and Fifty-sixth street; thence easterly in, upon and along East One Hundred and Fifty-sixth street to its intersection with St. Ann's avenue.

Route Substituted—Beginning at the intersection of East One Hundred and Forty-ninth street with Cortlandt avenue; running thence easterly in, upon and along East One Hundred and Forty-ninth street to its intersection with St. Ann's avenue; thence northerly in, upon and along St. Ann's avenue to its intersection with East One Hundred and Fifty-sixth street;

And further grants an extension of time in which to complete the construction of twenty-four miles of double track railroad upon the routes of the Company as heretofore granted, and hereby modified, from July 1, 1905, to a time eighteen months after the execution of this contract by the Mayor.

Section 2. The grant of this franchise, right and privilege is subject to the following conditions:

First—That all the terms, provisions and conditions contained in said ordinance approved March 31, 1903, except only the description of the routes which are hereby modified, and excepting so much of said ordinance as related to the completion of twenty-four miles of double track railroad on or before July 1, 1905, shall apply to the routes of the said Company as described herein with the same force and effect as when they applied to the routes described in said ordinance approved March 31, 1903, and as though said altered routes had been specifically described in said ordinance.

Second—That the Company covenants and agrees to abandon and relinquish, and does hereby abandon and relinquish to The City of New York all its right and franchise to construct, maintain and operate a street surface railroad over the routes marked "Routes Relinquished" in the paragraphs entitled: Change First, Change Second, Change Third, Change Fourth, Change Fifth, Change Sixth and Change Seventh in Section One hereof.

Third—That the Company covenants and agrees to complete the construction and put in operation twenty-four miles of double track railroad upon the route described in the ordinance approved March 31, 1903, and as herein modified, within eighteen months from the date of the execution of this contract by the Mayor of the City.

Fourth—That this contract shall not become operative until the Company shall procure to be executed and approved in proper form for record, and duly deliver to the Board of Estimate and Apportionment an agreement wherein the Union Railway Company of New York City shall agree to waive any right it may have to exclusive franchises by former grants to or now owned by the said Union Railway Company in streets or avenues for which authority to construct railways therein is hereby given, and in which agreement the said Union Railway Company shall further agree to allow the use of its tracks in such streets and avenues by the said New York City Interborough Railway Company, its successors or assigns, The City of New York and any other company to which the City may hereafter grant or lease rights.

Fifth—Nothing in this contract shall be deemed to affect in any way the right of the City to grant to any individual or other corporation similar rights or privileges upon the same or other terms and conditions in or upon which a railway is herein authorized.

Sixth—That this contract shall not become operative until the Company shall duly execute, under its corporate seal, an instrument in writing, to be first approved by the Corporation Counsel, and shall file the same in the office of the Comptroller of the said City within thirty days from the execution of this contract by the Mayor, in and by which said instrument in writing said Company shall covenant and agree that the consent of the Board of Estimate and Apportionment to the change of route shall not in any way change, alter or amend any of the terms, conditions and requirements in said ordinance approved March 31, 1903, fixed and contained and heretofore duly accepted by said Company by an instrument filed with the Comptroller of The City of New York on April 3, 1903, except only the description of the routes which are hereby modified, and excepting so much of said ordinance which relates to the time for the completion of twenty-four miles of double track railroad, and that said ordinance approved March 31, 1903, shall remain in full force and effect, and said Company shall further covenant and agree, in said instrument, to abide by and perform all the conditions and requirements of this contract.

In witness whereof, the party of the first part, by its Mayor, thereunto duly authorized by the Board of Estimate and Apportionment of said City, has caused the corporate seal of said City to be hereunto affixed, and the party of the second part, by its officers, thereunto duly authorized, has caused its corporate name to be hereunto signed and its corporate seal to be hereunto affixed the day and year first above written.

THE CITY OF NEW YORK,

[CORPORATE SEAL.]

By..... Mayor.

Attest:

..... City Clerk.

NEW YORK CITY INTERBOROUGH RAILWAY COMPANY,

[SEAL.]

By..... President.

Attest:

..... Secretary.

(Here add acknowledgments.)

Resolved, That the results of the inquiry made by this Board as to the money value of the proposed franchise and the adequacy of the compensation proposed to be paid therefor, and of the terms and conditions, are as specified and fully set forth in the ordinance approved by the Mayor March 31, 1903, as amended by the foregoing form of proposed contract for the consent to such modifications and alterations.

Resolved, That these preambles and resolutions, including said resolution for the consent of The City of New York to the modifications and alterations as applied for by the New York City Interborough Railway Company and the said form of proposed contract for the grant of said franchise or right containing said results of such inquiry after the same shall be entered in the minutes of this Board, shall be published for at least twenty days immediately prior to June 21, 1907, in the CITY RECORD, and at least twice during the ten days immediately prior to June 21, 1907, in the "North Side News" and "New York Tribune," two daily newspapers designated by the Mayor therefor, and published in The City of New York, at the expense of the New York City Interborough Railway Company, together with the following notice, to wit:

Notice is hereby given that the Board of Estimate and Apportionment before authorizing any contract for the consent of the City to certain modifications and alterations in the routes of the New York City Interborough Railway Company, as granted

by ordinance approved March 31, 1903, and before consenting to an extension of time in which to complete twenty-four miles of double track railroad, as required by said ordinance, such modifications and consent being fully set forth and contained in the foregoing form of proposed contract for the granting of such franchise or right, and before adopting any such contract will, at a meeting of said Board to be held in the old Council Chamber, City Hall, Borough of Manhattan, City of New York, on the 21st day of June, 1907, at 10:30 a.m., hold a public hearing thereon, at which citizens shall be entitled to appear and be heard.

Which was adopted by the following vote:

Affirmative—The Mayor, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—13.

## New York and Port Chester Railroad Company.

The Secretary presented the following:

BOARD OF ESTIMATE AND APPORTIONMENT,  
OFFICE OF THE CHIEF ENGINEER,  
May 6, 1907.

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

SIR—At the meeting of the Board of Estimate and Apportionment, held on April 5, 1907, the New York and Port Chester Railroad Company submitted a petition asking for the right to change certain portions of its route, for which a franchise has been granted by a contract dated May 31, 1906. This change in route is the result of the consolidation of the New York and Port Chester Railroad and the New York, Westchester and Boston Railroad companies, and the applicant company wishes to use a portion of the route of the latter company upon which construction has already begun.

The Corporation Counsel has been consulted and has advised that the procedure for such a change of route should be in accordance with the provisions of section 72 and the following sections of the Greater New York Charter. These sections require that a public hearing shall be given, notice of which must be published at least ten days prior in the CITY RECORD and at least twice in two daily newspapers.

Questions relating to this change of route and the proposed grades of the railroad are being investigated, and a report will be ready for submission to the Board within a short time, and I beg to suggest that the Board, by resolution, fix Friday, May 24, 1907, as the date for the hearing required by law. Before that time a report will be prepared and sent to the members of the Board covering the various questions involved in this proposed change.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

BOARD OF ESTIMATE AND APPORTIONMENT,  
BUREAU OF FRANCHISES, ROOM 79, NO. 280 BROADWAY,  
May 6, 1907.

Mr. NELSON P. LEWIS, Chief Engineer:

SIR—Under date of April 4, 1907, the New York and Port Chester Railroad Company made application to the Board of Estimate and Apportionment for the right to change certain portions of its route, for which a franchise was granted by contract dated May 31, 1906.

The Corporation Counsel has advised that the procedure should be in accordance with section 72 of the Charter. This section requires a public hearing, and notice of which must be published at least ten days prior thereto in the CITY RECORD, and at least twice in two daily newspapers.

In view of this, I would suggest that the Board fix Friday, May 24, 1907, as the date for such public hearing. Previous to such date, I shall present to you a report upon the application.

The usual form of resolution is attached hereto.

Respectfully,

HARRY P. NICHOLS, Engineer-in-Charge.

## To the Board of Estimate and Apportionment:

The petition of New York and Port Chester Railroad Company respectfully shows and alleges upon information and belief:

That heretofore and on or about the 11th day of June, 1906, a contract dated May 31, 1906, was entered into by and between The City of New York and your petitioner, which contract was duly executed by George B. McClellan, Mayor of The City of New York, on behalf of The City of New York, and by New York and Port Chester Railroad Company, by J. B. Stewart, its President, on the 11th day of June, 1906.

That in and by said contract, among other things, The City of New York granted to your petitioner, subject to certain conditions and provisions therein set forth, the right to cross certain streets and highways therein described, and the right and privilege to construct, maintain and operate a railroad with all connections, turnouts, switches and crossovers necessary for the accommodation and operation of said railroad, by means of electricity or by any mechanical motive power which may be lawfully employed upon the same except steam locomotive power, in, upon and across certain named streets, avenues, parkways, highways and public places situated in the Borough of The Bronx, City, County and State of New York, upon a route therein particularly set forth and described in section 1 of the said contract, being the route shown on a certain map entitled "Survey, Map and Profile of the line and route of the railroad of the New York and Port Chester Railroad Company, in The City of New York, State of New York," adopted by the Board of Directors of the said company on the 8th day of February, 1904, and signed by W. C. Gotshall, President; W. C. Gotshall, Chief Engineer, and Francis Blanchard, Secretary, under seal, and which maps and profiles were filed in the office of the County Clerk of the City and County of New York on the 6th day of May, 1904, or any lawful amendment which may be consented to by the Board of Estimate and Apportionment or its successors in authority.

That on the 2d day of April, 1907, this petitioner, by a vote of two-thirds of its Directors, at a meeting of the Board of Directors regularly held pursuant to due notice, changed and altered the route of that part of its main line situate, lying and being between the Harlem river and the northern boundary line of The City of New York, and changed its southern terminus from a point at or near the intersection of Southern boulevard and Willis avenue, in the Borough of The Bronx, to a point at or near the intersection of One Hundred and Thirty-second street and Willis avenue, to a point on the Harlem river at or near the point where Alexander avenue extended intersects the north bank of the Harlem river; and also changed and altered the route of its branch line from its connection with its main line near Adams street and Morris Park avenue to Clason's Point, in said County; and also adopted a map and profile of the whole of its route as thus amended, and authorized its President to file said map and profile of said route, duly certified by the President, Secretary, Chief Engineer and at least two-thirds of the Directors, which map and profile are entitled "Survey, Map and Profile of the New York and Port Chester Railroad Company for New York County, New York, Sections I, II, and III, respectively;" and thereafter, on the 4th day of April, 1907, the said map and profile of the said route as amended and adopted for the entire route of your petitioner in the County of New York, was by your petitioner filed in the office of the County Clerk of the County of New York, and thereupon the route of your petitioner's road became and was lawfully amended in conformity with the said map and profile as filed. That said amended route became and now is the lawful route of this petitioner located in all respects in conformity with law.

That the description of said route as thus amended and of the streets in The City of New York and in the Borough of The Bronx which will be crossed or intersected by said railroad is as follows:

## Main Line.

Beginning at a point on the Harlem river near the point where Alexander avenue extended intersects the north bank of the Harlem river in the Borough of The Bronx, and running thence northerly and easterly, crossing One Hundred and Thirty-second

street and Southern boulevard between Alexander avenue and Willis avenue; thence between One Hundred and Thirty-fourth street and Southern boulevard, crossing Willis avenue and Brown place to Brook avenue; thence crossing Brook avenue, and thence crossing the Southern boulevard between St. Ann's avenue and Brown's place; thence crossing St. Ann's avenue between Southern boulevard and East One Hundred and Thirty-second street; thence easterly and northeasterly between Southern boulevard and One Hundred and Thirty-second street to Cypress avenue; thence crossing Cypress avenue between One Hundred and Thirty-second street and Southern boulevard; thence between Cypress avenue and Willow avenue to One Hundred and Thirty-fourth street; thence crossing One Hundred and Thirty-fourth street to One Hundred and Thirty-fifth street; thence between Willow avenue and Southern boulevard, crossing One Hundred and Thirty-fifth street, One Hundred and Thirty-sixth street and One Hundred and Thirty-seventh street to Willow avenue; thence crossing Willow avenue and crossing One Hundred and Thirty-eighth street at or near its intersection with Willow avenue to One Hundred and Thirty-ninth street; thence crossing One Hundred and Thirty-ninth street and One Hundred and Forty-first street between Southern boulevard and Whitlock avenue, at or near their junction between One Hundred and Forty-first street and One Hundred and Forty-second street; thence crossing St. Joseph's street between Whitlock avenue and Austin place; thence crossing One Hundred and Forty-ninth street between Austin place and Whitlock avenue to Austin place; thence crossing Austin place between Whitlock avenue and Timpson place to Timpson place; thence between Whitlock avenue and Southern Boulevard and crossing Timpson place, Leggett avenue, East One Hundred and Fifty-sixth street, Craven street, Longwood avenue, Lafayette avenue, Tiffany street, Barretto street, Hunt's Point road, Hoe street, Faile street, Bryant street, Longfellow street, Aldus street, Whittier street to Guttenberg street; thence between Whitlock avenue and Longfellow street, crossing Guttenberg street and Westchester avenue to and crossing Home street; thence crossing Freeman street, Boone street, Edgewater road, West Farms road and Jennings street; thence crossing East One Hundred and Seventy-second street, East One Hundred and Seventy-third street, East One Hundred and Seventy-fourth street, between West Farms road and Boone street; thence along and across Boone street to One Hundred and Seventy-sixth street; thence between West Farms road and Longfellow street, crossing One Hundred and Seventy-sixth street and Rodman place to West Farms road; thence along and across West Farms road to and across East One Hundred and Seventy-seventh street or Tremont avenue; thence to and across Bronx street to the Bronx river; thence crossing East One Hundred and Seventy-ninth street and Lebanon street between Bronx Park avenue and Bronx river; thence along and across East One Hundred and Eightieth street and Bronx Park avenue at or near their intersection; thence to and across the northerly branch of West Farms road or Adams street between Morris Park avenue and the easterly line of Bronx Park; thence to and crossing Unionport road between Mianna street and Burchall avenue; thence crossing Oakley street between Mianna and Sagamore streets; thence crossing White Plains road at or near the intersection of Sagamore street; thence crossing Brown avenue and Sagamore street at or near their intersection; thence crossing Hunt avenue and Bear Swamp road at or near their intersection; thence crossing Lincoln street, Jefferson street, Madison street and Bear Swamp road—Bronxdale avenue—or any extension thereof, and crossing Bronx and Pelham parkway and Williamsbridge road at or near their intersection; thence crossing Saw Mill lane between Williamsbridge road and Eastchester road; thence crossing Eastchester road near its intersection with Syracuse avenue; thence crossing Birch street at or near its intersection with Syracuse avenue; thence crossing Cedar street, Oak street and Walnut street between Kingston avenue and Syracuse avenue; thence crossing Chestnut street at or near its intersection with Kingston avenue; thence crossing Kingston avenue at or near its intersection with Chestnut street; thence crossing Ash street; thence Boston road and running approximately parallel with Boston road and crossing Schieffelin's lane, Fifth avenue or Dyer avenue, and continuing to a point in the northerly line of The City of New York near Dyer avenue and between the road to White Plains and Fifth avenue.

*Branch Line.*

Beginning at a point on the main line near Adams street and Morris Park avenue, thence running substantially parallel with Morris Park avenue and crossing Adams street, East One Hundred and Eightieth street, Lebanon street and West Farms road, One Hundred and Seventy-eighth street and Wyatt street, between Berrian avenue and Morris Park avenue; thence crossing One Hundred and Seventy-seventh street near Berrian avenue, crossing Appley avenue, the New York, New Haven and Hartford Railroad; thence crossing Bronx River avenue at or near its intersection with Craighill avenue; thence substantially parallel with Craighill avenue and between Craighill and Chanute avenues as proposed in city layout of streets, crossing Westchester avenue and proposed streets to a point at or near the intersection of Craighill avenue and Lafayette avenue as proposed in city layout of streets; thence crossing proposed streets to a point near the intersection of Leland avenue and O'Brien avenue, as shown on city layout; thence parallel to proposed Leland avenue to proposed Gildersleeve avenue; thence on a curve crossing Clason's Point road and proposed streets to a point near intersection of proposed Gildersleeve avenue and Hudson avenue; thence parallel to said proposed Hudson avenue to Barrett's creek, being the route shown on map entitled "Survey, Map and Profile of the New York and Port Chester Railroad for New York County, New York, Sections I, II, and III," adopted by the Board of Directors of said company on the 2d day of April, 1907, and signed by Marsden J. Perry, President, and Mace Moulton, Chief Engineer, and Carleton Bunce, Secretary, under seal, and adopted by two-thirds of all the directors of the company, and which map and profiles were filed in the office of the County Clerk of the City and County of New York, on the 4th day of April, 1907, or any lawful amendment thereof which may be consented to by the Board of Estimate and Apportionment or its successors in authority.

The following descriptions show in parallel columns the original route and the amended route, the portions of the route which are coincident being common to both columns:

**ORIGINAL ROUTE.**

*Main Line.*

Beginning at a point at or near the intersection of Southern Boulevard and Willis avenue, in the Borough of The Bronx, and running thence easterly between One Hundred and Thirty-fourth street and Southern Boulevard, crossing

**AMENDED ROUTE.**

*Main Line.*

Beginning at a point on the Harlem river near the point where Alexander avenue extended intersects the north bank of the Harlem river in the Borough of The Bronx; and running thence northerly and easterly crossing One Hundred and Thirty-second street and Southern Boulevard between Alexander avenue and Willis avenue; thence between One Hundred and Thirty-fourth street and Southern Boulevard, crossing Willis avenue and

Brown place to Brook avenue; thence crossing Brook avenue, and thence crossing the Southern Boulevard, between St. Ann's avenue and Brown's place; thence crossing St. Ann's avenue, between Southern Boulevard and East One Hundred and Thirty-second street; thence easterly and northeasterly between Southern Boulevard and One Hundred and Thirty-second street to Cypress avenue; thence crossing Cypress avenue, between One Hundred and Thirty-second street and Southern Boulevard; thence between Cypress avenue and Willow avenue to One Hundred and Thirty-fourth street; thence crossing One Hundred and Thirty-fourth street to One Hundred and Thirty-fifth street; thence between Willow avenue and Southern Boulevard, crossing One Hundred and Thirty-fifth street, One Hundred and Thirty-sixth street and One Hundred and Thirty-seventh street to Willow avenue; thence crossing Willow avenue and crossing One Hundred and Thirty-eighth street, at or near its intersection with Willow avenue, to One Hundred and Thirty-ninth street; thence crossing One Hundred and Thirty-ninth street and One Hundred and Forty-first street, between Southern Boulevard and the tracks of the New York, New Haven and Hartford Railroad to One Hundred and Forty-first street; thence crossing One Hundred and Forty-first street, and thence crossing and along Southern Boulevard and Whitlock avenue at or near their junction between One Hundred and Forty-first street and One Hundred and Forty-second street; thence crossing St. Joseph's street, between Whitlock avenue and Austin place; thence crossing One Hundred and Forty-ninth street be-

tween Austin place and Whitlock avenue to Austin place; thence crossing Austin place and Whitlock avenue and Timpson place to Timpson place; thence between Whitlock avenue and Southern Boulevard and crossing Timpson place, Leggett avenue, East One Hundred and Fifty-sixth street, Craven street, Longwood avenue, Lafayette avenue, Tiffany street, Barretto street, Hunt's Point road, Hoe street, Faile street, Bryant street, Longfellow street, Aldus street, Whittier street to Guttenberg street; thence between Whitlock avenue and Longfellow street, crossing Guttenberg street and Westchester avenue to and crossing Home street; thence crossing Freeman street, Boone street, Edgewater road, West Farms road and Jennings street; thence crossing East One Hundred and Seventy-second street, East One Hundred and Seventy-third street, East One Hundred and Seventy-fourth street, between West Farms road and Boone street; thence along and across Boone street to One Hundred and Seventy-sixth street; thence between West Farms road and Longfellow street, crossing One Hundred and Seventy-sixth street and Rodman place to West Farms road; thence along and across West Farms road to and across East One Hundred and Seventy-seventh street or Tremont avenue; thence to and across Bronx street to the Bronx river; thence crossing East One Hundred and Seventy-ninth street and Lebanon street between Bronx Park avenue and Bronx river; thence along and across East One Hundred and Eightieth street and Bronx Park avenue at or near their intersection; thence to and across the northerly branch of West Farms road or Adams street, between Morris Park avenue and the easterly line of Bronx Park;

*Original Route.*

thence to and across Unionport road, an unnamed street or another branch of Unionport road, Victor street, Washington street or White Plains road, Louise street, Lincoln street, Jefferson street, Madison street and Bear Swamp road or Bronxdale avenue, to Williamsbridge road; thence crossing Williamsbridge road approximately 2,400 feet southeast of Bronx and Pelham parkway to Bronx and Pelham parkway; thence crossing Bronx and Pelham parkway approximately 2,100 feet east of its intersection with Williamsbridge road; and running thence northerly between Williamsbridge road and Eastchester road to Saw Mill lane; thence crossing Saw Mill lane near its intersection with Eastchester road; thence crossing Eastchester road or Corsa lane, between Boston Post road and Saw Mill lane;

*Amended Route.*

thence to and across Unionport road between Mianna street and Burchall avenue; thence crossing Oakley street between Mianna and Sagamore streets; thence crossing White Plains road at or near the intersection of Sagamore street; thence crossing Brown avenue and Sagamore street at or near their intersection; thence crossing Hunt avenue and Bear Swamp road at or near their intersection; thence crossing Lincoln street, Jefferson street, Madison street, Bear Swamp road and Bronxdale avenue, or any extension thereof, and crossing Bronx and Pelham parkway and Williamsbridge road at or near their intersection; thence crossing Saw Mill lane between Williamsbridge road and Eastchester road; thence crossing Eastchester road near its intersection with Syracuse avenue; thence crossing Birch street at or near its intersection with Syracuse avenue; thence crossing Cedar street, Oak street and Walnut street, between Kingston avenue and Syracuse avenue; thence crossing Chestnut street at or near its intersection with Kingston avenue; thence crossing Kingston avenue, at or near its intersection with Chestnut street; thence crossing Ash street; thence crossing Boston road and running approximately parallel with Boston road and crossing Schieffelin's lane, Fifth avenue or Dyer avenue, and continuing to a point in the northerly line of The City of New York near Dyer avenue, and between the White Plains road and Fifth avenue.

*Branch Line.*

Beginning at a point at or near the southeast corner of Bronx Park in the Borough of The Bronx; thence across or along Bronx Park avenue, East One Hundred and Eightieth street, East One Hundred and Eighty-first street, Lebanon street, Morris Park avenue, at or near its intersection with West Farms road; thence across or along West Farms road, at or near its intersection with Morris Park avenue; thence across the Southern turnpike or Westchester avenue at or near its intersection with Clason's Point road; thence across Clason's Point road near its intersection with Southern turnpike or Westchester avenue, being the route shown on a map entitled: "Map and Profile of branch line extending from main line (Bronx Park) to Clason's Point, New York City."

*Branch Line.*

Beginning at a point on the main line near Adams street and Morris Park avenue; thence running substantially parallel with Morris Park avenue and crossing Adams street, East One Hundred and Eightieth street, Lebanon street and West Farms road; One Hundred and Seventy-eighth street and Wyatt street, between Berrian avenue and Morris Park avenue; thence crossing One Hundred and Seventy-seventh street, near Berrian avenue, crossing Appley avenue, the New York, New Haven and Hartford Railroad; thence crossing Bronx River avenue at or near its intersection with Craighill avenue; thence substantially parallel with Craighill avenue, and between Craighill and Chanute avenue, as proposed in City layout of streets, crossing Westchester avenue and proposed streets to a point at or near the intersection of Craighill avenue and Lafayette avenue as proposed in City layout of streets; thence crossing proposed streets to a point near the intersection of Leland avenue and O'Brien avenue, as shown on City layout; thence parallel to proposed Leland avenue to proposed Gildersleeve avenue; thence on a curve crossing Clason's Point road and proposed streets to a point near intersection of proposed Gildersleeve avenue and Hudson avenue; thence parallel to said proposed Hudson avenue to Barrett's creek.

That the copy of the said map and profile filed in the County Clerk's office on the 4th day of April, 1907, as aforesaid, showing the amendment of said route, which copy is marked Exhibit A, April 4, 1907, is submitted herewith.

The petitioner respectfully prays that the consent of the Board of Estimate and Apportionment to said route as lawfully amended, in conformity with the map and profile filed in the office of the County Clerk, in the County of New York, on April 4, 1907, may be given to this petitioner, and that the contract of May 31, 1906, hereinbefore referred to, may be amended so that the same shall include in Section I. thereof, in place of the route therein set forth, the amended route hereinbefore described, and shall permit your petitioner to construct, maintain and operate its railroad over such route, and in, upon and across the streets, avenues, parkways, highways and public places therein set forth, under and in accordance with and subject to all the terms and provisions of the said contract dated May 31, 1906.

Dated April 4, 1907.

NEW YORK AND PORT CHESTER RAILROAD COMPANY,

By MARSDEN J. PERRY, President.

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

Marsden J. Perry, being duly sworn, deposes and says that he is the President of the New York and Port Chester Railroad Company; that he has read the foregoing petition and knows the contents thereof; that the same is true to his own knowledge except as to the matters stated to be alleged upon information and belief, and as to those matters he believes it to be true.

MARSDEN J. PERRY.

Sworn to before me this 4th day of April, 1907.

GEORGE C. HOLTON,

Notary Public, Kings County.

Certificate filed in New York County.

The following was offered:

Whereas, The foregoing petition from New York and Port Chester Railroad Company, dated April 4, 1907, was presented to the Board of Estimate and Apportionment at a meeting held April 5, 1907;

Resolved, That, in pursuance of law, this Board sets Friday, the 24th day of May, 1907, at 10:30 o'clock in the forenoon, and Room 16 in the City Hall, Borough of Manhattan, as the time and place when and where such petition shall be first considered, and a public hearing be had thereon, at which citizens shall be entitled to appear and be heard; and be it further

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

Which was adopted by the following vote:

Affirmative—The Mayor, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—13.

*Unused Street Surface Railway Tracks in the Borough of Manhattan.*

The Secretary presented the following:

REPORT No. F-19.

BOARD OF ESTIMATE AND APPORTIONMENT,  
OFFICE OF THE CHIEF ENGINEER,  
May 4, 1907.

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

SIR—In September last a communication was sent to the Bureau of Franchises relating to the unused railroad tracks in the streets of the city, calling attention especially to those on Church street, between Chambers and Canal streets. This is a subject which has been frequently discussed in the papers, and the presence of these tracks has been a very serious embarrassment to the City officers who are responsible for the condition of the streets of the city, and it has been made the subject of a special investigation by the Engineer in charge of the Division of Franchises, who, under date of April 26, has submitted to me a report upon the unused tracks of the Broadway and Seventh Avenue Railroad Company, which company is the owner of the tracks in Church street. The report reviews at some length the history of this company, the franchises received by it, the conditions imposed upon it by City ordinances and the Railroad Law, the right given it to change its motive power, the opinions of the Corporation Counsel and the litigation instituted by the City to secure the removal of the tracks, and ample evidence is submitted in the form of affidavits showing the practical abandonment of the Church street line. It is true that an occasional car is running over this line, but it is shown that this car is frequently stopped for hours, while the horses are blanketed and the driver and conductor make themselves comfortable inside the car. It is also shown that for days after a snow-storm there is no evidence of any car having run over the tracks. The report concludes with the recommendation that the Board declare its opposition to any legislation which, while providing for the removal of tracks, shall confirm or perpetuate any rights which the companies owning such tracks may have, or which shall permit them to relay tracks and resume the operation of cars at any time in the future; that the Corporation Counsel be requested to expedite pending litigation in order to secure definite decisions as to the rights of the City; that the Chief Engineer of the Board of Estimate and Apportionment be directed to collect data as to every unused track in the city and place it before the Corporation Counsel, in order that he may proceed to compel the removal of such tracks, either by suits against the company, by application to the Attorney General for a forfeiture of the rights, or by legislation.

In my judgment this question is of great importance to the citizens of New York, and I beg to recommend the action suggested in the accompanying report.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

April 26, 1907.

Mr. NELSON P. LEWIS, Chief Engineer:

SIR—On the 21st day of September, 1906, John W. F. Nichols, a member of the firm of Minot, Hooper & Co., whose place of business is at No. 40 Thomas street, Borough of Manhattan, addressed a communication to this Bureau in which he called attention to certain existing conditions on Church street, where, as he stated, for months previous to that time no cars were run on the street railway tracks, so far as his knowledge and observation went, and in which he complained of the lack of service on that route and the deplorable condition of the street pavement on account of the horse car tracks lying therein.

The matter was investigated and the complaint was found to be substantially correct. Several conferences were held with Mr. Nichols and affidavits were secured from the owners and occupants of various buildings along the route in support of Mr. Nichols's complaint.

Church street is part of a route granted to the Broadway and Seventh Avenue Railroad Company, and which was formerly operated by said company from Union square, south on University place to Clinton place, and thence by single tracks in Wooster and Greene streets to Canal and thence by single track in Church street to Barclay street, with branches to Broadway on Broome street, Duane street, Park place and Barclay street.

The subject of unused railroad tracks has been a much mooted question with City officials for some time, there being something like twenty miles of such track in the Borough of Manhattan, and action taken for the removal of tracks has usually led to litigation, in which, owing to strenuous opposition by the railway companies, no definite or binding decisions have been given, and the City has so far been unsuccessful, except in a few instances, in its attempts to remove the tracks.

Again, there have been several attempts upon the part of the companies to secure legislation which would have secured them what might be termed vested rights in the streets in the event of the tracks being removed, but, owing to the vigilance of certain civic bodies, the efforts of the companies have so far been unsuccessful.

In consequence I have felt that a synopsis of the whole situation should be laid before the Board, showing the rights of the companies owning such unused tracks, the conditions imposed on such companies, where they have failed to live up to these conditions, and also to obtain such evidence of abandonment and nuisance as the courts would seem to require, in order that the Board may place the entire matter before the Corporation Counsel with instructions to proceed to protect the rights of the City by affirmative actions wherever necessary when it appears to me from the investigation I have made that it will be possible to secure the removal of these unused tracks from our streets.

I have therefore prepared the matter under several headings, as follows:

- I. Incorporation of the Broadway and Seventh Avenue Railroad Company, its history, franchises received, conditions imposed, and ultimate lease to the New York City Railway Company, the present operating company.
- II. Conditions imposed by ordinance.
- III. Conditions imposed by Railroad Law.
- IV. Operation after a change of motive power to cable, in connection with other street surface railroads.
- V. Rights to change motive power and right granted to issue a mortgage for the purpose of raising funds to make the change; showing no action had been taken to make change for nearly ten years.
- VI. Opinions of Corporation Counsel and litigation instituted by City in relation to the removal of unused tracks.
- VII. Attempts to secure legislation which will preserve to the companies franchise rights in the streets if tracks are permitted to be removed.

VIII. Investigation by the Bureau of conditions complained of—

- (a) Showing abandonment, with affidavits,
- (b) Showing operation (?) of a single car with evident intent to hold franchise thereby, with affidavits,
- (c) Showing condition of the streets, with affidavits,
- (d) Failure of company to live up to franchise conditions, the provisions of the ordinances and of the Railroad Law.

IX. Conclusions.

I.—Broadway and Seventh Avenue Railroad Company.

The Legislature, by a special act passed April 17, 1860, and known as chapter 513 of the Laws of 1860, authorized John Kerr and others, and their assigns, to lay, operate, etc., a railroad, by a double or single track, as therein provided, and to convey passengers for compensation through and upon, etc., certain streets in The City of New York for a total length which I have calculated to be about 16.83 miles of single track covering about 9.92 miles of streets.

Among the conditions imposed by the said act were the following, contained in section 2:

"Said railroad to be constructed on the most approved plan for the construction of City railroads, to run as often as the convenience of passengers may require, and to be subject to such reasonable rules and regulations in respect thereto as the Common Council may, from time to time, by ordinance prescribe, and of the payment to the City of the same license fee annually for each car run thereof as is now paid by other City railroads in said City, and said persons are authorized to charge the same rate of fare for conveyance of passengers as is now charged by other City railroads in said City."

The Broadway and Seventh Avenue Railroad Company filed its articles of incorporation in the office of the Secretary of State on May 26, 1864, and subsequently, I am informed, the rights received by John Kerr and others, as above recited, were assigned to said Broadway and Seventh Avenue Railroad Company.

The Broadway and Seventh Avenue Railroad Company was leased to the Houston, West Street and Pavonia Ferry Railroad Company on May 13, 1890, for a term of one thousand years, which last company was, with others, including the Broadway Railway Company, consolidated to form the Metropolitan Street Railway Company on November 29, 1893. This last company was consolidated with several others on May 18, 1894, to form a new company under the same name; which new company again consolidated on November 13, 1895, with another company to form a new company under the same name, that is to say, the Metropolitan Street Railway Company, which company was leased on February 14, 1902, to the Interurban Street Railway Company, incorporated November 25, 1901, and this last company changed its name on February 10, 1904, to the New York City Railway Company.

It will be noted that the original franchise from the State imposed the condition that the grant should be subject to such reasonable rules and regulations as the Common Council may from time to time by ordinance prescribe.

II.—Conditions Imposed by Ordinances.

Chapter 41 of the Ordinances of 1859 was in effect at the time of the passage of the grant to Kerr, and provided that "each and every passenger railroad car running in The City of New York below One Hundred and Twenty-fifth street shall pay into the City Treasury the sum of \$50 annually for a license, the certificate of such payment to be procured from the Mayor, except the small one-horse passenger car, which shall pay the sum of \$25 annually for said license, as aforesaid."

This ordinance was subsequently amended by chapter 8, Revised Ordinances of 1880; article 29, Revised Ordinances of 1897, section 584; and also by section 56, article 1, of chapter 4 of the Code of Ordinances, approved by the Mayor November 8, 1906, and by said last amendment was made to read as follows:

"Each and every passenger railroad car running in the Borough of Manhattan shall pay in to the City Treasury the sum of \$50 annually for a license; a certificate of such payment to be procured from the Mayor, except the one-horse passenger cars, and the cars of the Ninth Avenue Railroad Company, which shall each pay the sum of \$25 annually for said license as aforesaid, and except such as pay the sum of 3 per cent. or over on the gross receipts, or where the franchise has been sold at public sale to the highest bidder."

Chapter 4, article 2, section 65 of the Ordinances of The City of New York relative to running of cars on all street railways in the Borough of Manhattan, provides as follows:

"Sec. 65. The several railroad companies now running cars on the surface of any of the streets in the Borough of Manhattan are hereby directed and required to cause their cars to be run and operated on their tracks as frequently as public convenience may require, and not less than one car every twenty minutes between the hours of 12 midnight and 6 o'clock a. m., each and every day, both ways, for the transportation of passengers."

III.—Conditions Imposed by Railroad Law.

Section 98 of the Railroad Law provides:

"Every street surface railroad corporation so long as it shall continue to use any of its tracks in any street, avenue or public place in any city or village, shall have and keep in permanent repair that portion of such street, avenue or public place between its tracks, the rails of its track, and two feet in width outside of its tracks, under the supervision of the proper local authority, and whenever required by them to do so, and in such manner as they may prescribe. In case of the neglect of any corporation to make pavements or repairs after the expiration of thirty days' notice to do so, the local authorities may make the same at the expense of such corporation, and such authorities may make such reasonable regulations and ordinances as to the rate of speed, mode of use of tracks and removal of ice or snow, as the interest or convenience of the public may require."

IV.—Change of Motive Power to Cable.

On November 12, 1889, the Board of Aldermen adopted a resolution, which was approved by the Mayor November 13, 1889, granting the consent of the City to the Broadway and Seventh Avenue Railroad Company, the South Ferry Railroad Company and the successors to the franchise formerly of the Broadway Surface Railroad Company, to their successors and assigns respectively, for the use of cable cars in the operation of street surface railroads owned or operated by them from Central Park by the way of Seventh avenue, Broadway, Whitehall and State streets and Battery place to the South Ferry, and making any changes in the construction of said road or roadbeds which should be found necessary for the use of such motive power upon certain conditions and terms, among which was the following:

"Third—That said company shall pay the expense of repaving of the said street between the rails of its tracks and for a space of two feet in width outside of and adjoining the outside rails of said tracks, and the repairs of such pavement from time to time, such repaving and repairs to be made by or under the supervision of the Department of Public Works."

This change of motive power was made, and the operation by cable commenced on or about May 20, 1893, and for a time the street railway operated upon the above described route was propelled by underground cable. It will be noted that the line so equipped covered a part of the route of each of the companies under discussion, and that such combined route was operated as a continuous line.

However, that part of the route of the Broadway and Seventh Avenue Railroad Company on University place and Church street, etc., south of Fourteenth street, was not included in the consent given for a change of motive power at this time, and, I am informed, still continued to be operated by horse power.

V.—Change of Motive Power from Horse and Cable to Electricity.

On March 28, 1898, the Metropolitan Street Railway Company, as lessee, made application to the State Board of Railroad Commissioners for a change of motive power from cable to an underground current of electricity upon the combined route of the Broadway and Seventh Avenue Railroad Company and the Broadway Railway Company, as described above; this permission was granted on August 10, 1898, and in 1901 this change was made from cable to underground current of electricity upon the route of the Broadway and Seventh Avenue Railroad Company, leased to the Metropolitan Street Railway Company. This application also included the right to change from horse power to underground electricity the railroad on those streets and avenues granted to the Broadway and Seventh Avenue Railroad Company by chapter 513 of the Laws of 1860, not included in the former change to cable power, and of which Church street was one.

The lessee company was granted the right by the State Board of Railroad Commissioners on March 21, 1902, to issue a mortgage in the sum of \$65,000,000, of which sum over \$11,000,000 was for the purpose of providing money for the electrification of all of its remaining horse lines. The bonds were apparently sold, but a large portion of such horse routes are still in the same condition, either operated by horse cars or abandoned entirely.

It will thus be seen that although the company was granted valuable rights, such rights were only valid if exercised under the conditions imposed.

*VI.—Efforts by City Authorities and Others to Secure the Removal of Unused Tracks.*

In an opinion rendered by Hon. Geo. L. Rives, Corporation Counsel, dated June 18, 1902, to Hon. Jacob A. Cantor, President of the Borough of Manhattan, on the subject of unused car tracks in the Borough of Manhattan, the question of the removal of such tracks was passed upon. He was of the opinion that to justify the removal of the unused tracks, an abandonment of the same must be clearly established and that the practice of running one car a day over the unused tracks did not necessarily preserve the franchise rights, and concluded as follows:

"I am of the opinion that it is as much a duty of the Borough President to compel the removal of the unused tracks where the route has been abandoned as it is to keep the highway clear of any other illegal obstruction."

Accompanying the opinion was a list of unused tracks in the various streets of the Borough of Manhattan, which included Church street.

Shortly thereafter the Borough President attempted to remove the unused outer tracks on Amsterdam avenue and those on Manhattan street, when an action was commenced to enjoin the City from interfering.

This action, entitled "The Forty-second Street, Manhattanville and St. Nicholas Avenue Railroad Company vs. Jacob A. Cantor, President of the Borough of Manhattan, The City of New York," was commenced July 17, 1902, and was passed upon in the October term, 1904, of Special Term, Supreme Court. The Court granted an injunction as to the tracks on Manhattan street, but denied relief applied for, and dismissed the complaint on the merits as to those on Amsterdam avenue, as follows:

"That the plaintiff has not since April 12, 1901, operated more than one car for a day on its tracks in Amsterdam avenue, between Forty-second street and Manhattan street; that such cars carried no passengers and that in the times of snowfall the running of such cars was suspended from two to five days at a time, during which period the snow and ice were not removed from said tracks, and that the plaintiff at the time of the commencement of this action had practically abandoned its tracks on Amsterdam avenue, between Forty-second and Manhattan streets, and therefore comes into court under circumstances which do not entitle it to the protection of a court of equity as to that portion of its tracks."

This decision was appealed from and the Appellate Division in May, 1905, reversed the judgment on the grounds, among others, that the City had not proven an abandonment, had not proven a nuisance or that public necessity and convenience required that two lines of cars be operated on Amsterdam avenue. The case was thereupon remitted to Special Term for a new trial.

Since the decision the City has amended its answer and the case was on the day calendar on March 27, when it went over for two weeks at the request of the Corporation Counsel.

There has, however, been no binding decision here, and it would appear to me that the evidence required could be secured and the case won for the City, even though it be not as typical or flagrant a case of abandonment as many others.

On October 16, 1902, a suit by the same company with the same title, marked No. 2, was commenced to restrain the Borough President from removing tracks in West Eighty-sixth street, and the company obtained a preliminary injunction which still holds, as the case has never been put on the calendar.

In the year 1906, Borough President John F. Ahearn, after notifying the New York City Railway Company that a contract had been let for the paving of Vesey street, between Broadway and West Broadway, to which notice the company paid no attention, started removing tracks from the surface of Vesey street. The company obtained from the Supreme Court a preliminary injunction staying the act of the Borough President.

On May 21, 1906, a representative of the company appeared in court and asked to have the suit discontinued, stating that it would consent to tearing up of the tracks on Vesey street, which were subsequently removed and the street repaved. These tracks were on the route originally granted to the Eighth Avenue Railroad Company, whose railroad was leased to the Metropolitan Street Railway Company, leased to the New York City Railway Company.

The Eighth Avenue Railroad Company has now commenced suit against the City and the Metropolitan Street Railway Company for the restoration of the tracks, plainly showing that the traction company does not intend to stand by its former action, if there is a chance to save what it now terms its vested rights.

The President of the Borough of Brooklyn in the year 1906 served notice on the Brooklyn Heights Railroad Company of his intention to remove certain railroad tracks owned by that company on Throop avenue at the intersection of Floyd street and Flushing avenue, and not then operated, and the company obtained preliminary injunction from Mr. Justice Kelly on January 22, 1906, staying the Borough President from interfering with or molesting tracks on the said avenue.

As a defense to this suit the City alleged:

"The defendant, Dunne, as Commissioner of Public Works, has authority to summarily abate a nuisance created in any public street in the Borough of Brooklyn, and remove tracks of the railroad company not used in its business which are left in such condition as to endanger the safety of the highway for travelers thereon," and

"The plaintiff's conduct has been such as to show an abandonment of its Throop avenue track and the waiver on its part of the franchise given to it to construct extension on that avenue, between Park avenue and Myrtle avenue," and further

"Plaintiff has lost its franchise for the extension of its road in Throop avenue, from Park avenue to Myrtle avenue, by reason of lapse and forfeiture under section 5 of the Railroad Law."

In answer to the City's defense as stated in Point IV., herein mentioned, Mr. Justice Burr held as follows:

"The defendants further claim that if the corporate right and franchise of the plaintiff to construct and maintain this extension has not been forfeited the right has been lost by abandonment, resulting from failure to make use of the franchise for a period of more than six years. If abandonment has taken place the defendants are not in a position to take advantage of it. Abandonment only operates as a cause of forfeiture, and of this the people of the State alone can take advantage acting through the Attorney General in a judicial proceeding. (Triford vs. Coney Island & B. R. Co., 5 App. Div., 464; Idem, 6 App. Div., 204; Paige vs. Schenectady R. R. Co., 178 N. Y., 102.) Until such action has been taken, the acts of the defendant, Dunne, in summarily removing the tracks were unauthorized."

The Court thereupon gave judgment for the plaintiff on the merits restraining the City from interfering with tracks of the plaintiff as prayed for in the complaint, with costs.

No appeal has been taken from the judgment entered on the decision of Mr. Justice Burr herein, and the time to appeal therefrom has expired.

It is worthy of note that upon a somewhat similar state of facts, the village of Ossining, N. Y., has applied to the Attorney General to annul the franchise of a company failing to give efficient public service in that village, and the case has been ordered to trial.

In this City, an application has been recently made by Mr. Charles DeHart Brower, representing certain West Side societies, for permission to commence an action on the part of the People of the State of New York, to have annulled the charter of the Forty-second Street, Manhattanville and St. Nicholas Avenue Railroad Company. This application was granted, and suit has been begun by the Attorney General for such purpose and is now pending.

From the foregoing I think it will be conceded that the efforts of the City for the removal of unused tracks have been rather spasmodic and have not been pushed to a sufficient extent to obtain any binding decision, whereas the railroad companies have at all times carried the case just far enough to prevent action by the City, and then have allowed the matter to slumber, hoping that some compromise might be reached or that legislation could be secured favorable to their claims.

*VII.—Attempts by the Traction Interests to Secure Legislation.*

In the year 1904 bills were introduced in the State Legislature with the object of permitting street railroads to remove unused tracks from the streets, but to retain their respective franchises and to replace the tracks thereafter under certain conditions. These bills were successfully opposed by many civic organizations and failed of passage.

Again, in 1905, some of the same bills appeared, but did not receive favorable action, the main point raised by the objectors being that franchises abandoned by the companies should revert to the State.

In December of last year I was furnished with a draft of a bill which was to amend section 103 of the Railroad Law in reference to abandonment of part of route which had been prepared by the Merchants' Association after conferences with the representatives of the New York City Railway Company. This bill was on the same lines except that a few more conditions were imposed as to the laying of tracks.

Recently a bill has been introduced in the Legislature by Assemblyman Sheridan which, from the reports in the newspapers, is strikingly similar to the draft which was submitted by the Merchants' Association.

Each and every one of these measures attempts to give a vested right in the streets of our City without any equivalent to the people.

So far as I have been able to find, the State or the municipality has never given any vested right in the streets by charter or franchise to street railway companies, but simply upon the broad grounds that public necessity requires a means of transportation that may properly be furnished by street railway companies; such companies are chartered and receive the right to lay down tracks and operate cars just so long as they supply transportation as may be necessary, and no longer.

Any legislation which would tend to give rights in excess of that contained in existing law and permit companies to hold rights without exercising them, would, in my opinion, be seriously detrimental to the interests of the people.

*VIII.—Investigation of Conditions Complained of.*

Church street, as before stated, is part of a route granted to the Broadway and Seventh Avenue Railroad Company for a single track road. The street is narrow, being but forty (40) feet from house line to house line, with two ten (10) foot sidewalks, leaving but twenty (20) feet between curbs for the roadway. The single track is laid so that the easterly rail is about two feet from the easterly curb, and the operation of cars on this line prevents the use by the owners of property on the easterly side from backing up wagons to the curb for loading and unloading of merchandise, unless the cars are to be constantly blocked.

It is reported to me that for a long time no cars were operated over this line, and I have secured affidavits to this effect.

It would appear that after the right was secured for a change of motive power to cable on Broadway, and the operations of the Broadway and Seventh Avenue Railroad Company above Fifteenth street and the Broadway Surface Railroad below Fifteenth street, as a continuous route, traffic was diverted from the old lines of the Broadway and Seventh Avenue Railroad south of Fifteenth street until it was entirely abandoned. More recently, however, a single horse car has been run over the tracks from Canal street to Park place and Broadway, between the hours of 6 a. m. and midnight, evidently with the idea of setting up the claim at some time that the company has not abandoned the line.

The car, however, is not operated for public convenience, and in fact forms a serious obstruction to ordinary vehicular traffic, for I have frequently observed it standing at different points along the line of this narrow thoroughfare, particularly at the corner of Chambers street and Church street, where it has remained for lengthy periods, the horses being blanketed and the driver and conductor seated inside the car.

The affidavits presented herewith of George Jacobs and Vincent Victory show that on one day the car remained stationary in the street for one period of over two hours. Other affidavits of owners and occupants of abutting property have been obtained of a similar nature.

Another affidavit is to the effect that between February 4 and 9 no car was run over the route whatsoever, the street being covered with snow.

The pretense of operating or rather having one car occasionally run over the tracks as a means of preserving a franchise was passed upon most definitely by a California Court, as follows:

"It was held in the case of People vs. Sutter Street Railway Company, 117 Cal., 605; 49 Pac. Rep., 736, that evidence showing that a street railway company only runs one car a day over its tracks, doing this not for the accommodation of the public, but merely as a pretense for holding the franchise, was sufficient to warrant a judgment of forfeiture for non-user."

From an examination made of the tracks and pavement in Church street, it was reported to me:

"That the tracks consisted of the old style centre bearing rails, which from age, neglect and non-use had become irregular, raised, displaced and dilapidated, and in their present condition were a menace to public travel, a serious obstruction to vehicular traffic and prevented the proper cleaning of the street by the authorities."

*Failure of Company to Live Up to Its Franchise Obligations, the Ordinances and the Railroad Law.*

It has been frequently held by the highest courts that all grants by the State or City were in the nature of privileges held in trust by the grantees for the benefit of all the people and only so long as such trusts were faithfully performed should the court recognize such rights. That in actions by the State or City as against such grantees for breach of trust, rights granted should be most strictly construed as in favor of the people.

Let us see, therefore, how this company has lived up to its obligations.

The first condition was that it should run its cars as often as the public convenience should require. This trust has not been fulfilled.

I do not believe it can be claimed for a moment that at certain hours of the day, both morning and evening, there is not necessity for a first class service on every route that has ever been granted in the City, in order to properly handle the ever increasing traffic, which is now hardly able to secure standing room when the morning and evening rush is on.

Has the railroad company attempted to operate on Church street to relieve the congestion on Broadway? Has it improved this route, as it should have done, by substituting electricity for horse power, after having received the consent of the authorities and been permitted to issue bonds to cover the cost of such improvement? I believe the foregoing is a complete answer to these questions.

Another condition imposed by the original grant from the State was that the company should make payment to the City of a license fee annually for each car run, as was then paid by other City railroads in the City.

The ordinance of 1859 was, as heretofore shown, in force, and provided for an annual payment of \$50 for each car.

The records show that the Broadway and Seventh Avenue Railroad Company paid such car license fee for a number of years, not for each car in use, but for the average number of cars operated, about which there was from time to time some dispute, and the Commissioners of Accounts, in a report dated December 31, 1900, claimed at the time that the company was in arrears to the extent of \$1,600 for the years 1894 to 1899 inclusive. The records of the railroad company prior to January 1, 1894, not being found.

Subsequently the City demanded a car license fee of \$50 for each car operated by the company, which was refused, and a sum was tendered representing \$50 per car for the average number of cars operated; this was refused by the City, and since the year 1901 no car license fees were paid by this company.

I am informed that recently actions were commenced by the Corporation Counsel against this company for the amounts claimed to be due for the years 1902, 1903, 1904 and 1905, and the Corporation Counsel has advised the Comptroller to accept in partial payment any sums tendered by the railroad company; such payments to be without prejudice to either the City or the company. As a result, the Broadway and Seventh Avenue Railroad Company has paid into the City Treasury the amounts which it admits are due from car license fees for the years 1903, 1904 and 1905. The remainder, as claimed by the City, will have to await the result of the action brought.

This provision as to the payment of a car license fee was certainly a part of the compensation demanded by the State for the privilege granted, and as the company is operating no cars on Church street at the present time, the City is therefore not receiving any compensation as provided for in the original grant, although the company still claims rights thereunder.

The original grant was to be subject to such reasonable ordinances as the local authorities should from time to time enact, and, among others, section 65 of the Revised Ordinances provides that not less than one car shall be run and operated at intervals of not less than twenty minutes between the hours 12 m. and 6 o'clock a. m. daily, both ways, for the transportation of passengers.

It may be argued that there is not sufficient traffic on Church street between such hours as to demand the service of once in twenty minutes, but it must be remembered that the company, having the right to run at all hours, secures the benefit of the profitable time, and the general public, if there be only one passenger to be carried, should be accommodated with transportation at such hours, even if at a loss to the company.

Section 98 of the Railroad Law, as recited above, has been held to apply to all street surface railways operating in the City, and the City has from time to time served notice on the various corporations of its intention to repave the streets, and requiring by said notice to pave between its tracks, etc., as provided in the law.

The records of the Department of Highways, I am informed, show that the Broadway and Seventh Avenue Railroad Company was in arrears for paving upwards of \$162,000. I am informed that the City has been obliged to commence suit for the collection of this sum.

A concrete example of the evasion by this company of the payment for repaving is as follows:

On September 20, 1905, notice was served upon the New York City Railway Company, as lessee, by the President of the Borough of Manhattan, that it was the City's intention to repave Park place, from Broadway to West street, and that a contract for such repaving was about to be advertised for. The portion of Park place traversed or intersected by the railroad tracks, the rails of the tracks and 2 feet in width outside of the said tracks had an area of approximately 430 square yards. The company was advised that unless they notified the Borough President within five days of its intention to repave on its own account, that the same would be included in the contract for repaving, and that the company would be held liable for the payment of the expense thereof at the prices fixed. It does not appear that the company notified the Borough President. The contract was let with the United States Wood Preserving Company for the sum of \$29,427.22, and the work under the contract was begun on November 17, 1905. (See contract in the Department of Finance, No. 14210.)

There appears on the books of the Superintendent of Highways a charge of \$3,134.28 against the Seventh Avenue Railroad Company, which purports to be the proportionate amount of the indebtedness of that railroad company for its share of the cost of said work in Park place, between Broadway and Church street.

Again, under the Ford Franchise Tax Law, the Broadway and Seventh Avenue Railroad Company, as well as many other companies, have failed to pay the taxes levied against their rights and franchises, contesting first on the ground of constitutionality of the law, and, this having been decided adversely to their interest, now attack the valuation put upon their property.

Whether or not the companies have in good faith lived up to their obligations, imposed in consideration of the privileges received, and whether the City has good cause in attempting by all legal means to cause the forfeiture of such rights, I think, from the foregoing, there can be no question.

#### Conclusions.

In conclusion I do not think I can do better than to quote from the opinion of the Corporation Counsel, rendered to the President of the Borough of Manhattan on June 18, 1902, and before referred to:

"I now transmit to you a list of streets containing railroad tracks, most of which, I am informed, are not now in use. There can be no question that in their present condition many of these tracks obstruct traffic in the streets, and I am of the opinion that the City might be held liable for any damage resulting from or caused by these obstructions.

"In order to justify the removal of the tracks, an abandonment of the same by the company holding the franchise must be clearly established.

"What constitutes an abandonment is a question of fact, and must be shown in unequivocal acts, but it is difficult to imagine acts more unequivocal than the deliberate discontinuance of service and the substitution of other routes between the same termini. A general intention at some future time, when it shall prove profitable to resume the operation of the road, cannot avail to prevent this conclusion. The City holds the streets in question in trust for the public, and upon proof of the abandonment of the right of way over them, unquestionably has the right to resume its dominion over them. The railway company acquires no fee in the street. It has simply a license to operate a railroad. The operation of the railroad is not exclusive. The public has the right to use the street, subject only to the reasonable use of the same by the company operating its road.

"Upon abandonment of that operation therefore there is not a question of resuming occupation by the City under a power of reversion.

"By the very fact of abandonment, the only impairment of the City's right ceases ipso facto. The only question is as to the removal of the rails and ties. If these constitute an obstruction in the street, and are not used in the operation of a road, it is certainly incumbent upon the proper officials in the performance of their duty to keep the streets in repair, to remove them and relay proper pavement. The rails and ties only belong to the company, and an opportunity to remove them, perhaps, should be afforded.

"In some instances the company is running one car a day over the otherwise abandoned route. There is a popular impression that the running of one car or train a day is an exercise of a franchise technically necessary to and sufficient for its preservation.

"I can find no authority for such doctrine and I do not believe it is sound. The franchise confers a right to operate a road for the convenience of the public, and a street railroad, I believe, necessarily implies frequent running of cars at all times of the day. The running of a single car is, however, some evidence of an intention not to abandon the route, and when such intention is a material circumstance, it is possible that the court might regard it as sufficient to save the rights of the company."

I believe that the time has now come when the City should use all the power at its command to save the rights of the people in their streets and secure the forfeiture of all rights which have been practically abandoned and remove from the streets these dangerous obstructions.

I would therefore recommend:

First—That the Board place itself on record as unalterably opposed to any legislation which, while providing for the removal of unused tracks, shall confirm or perpetuate any rights which the companies owning such tracks may have or claim, or which shall permit them to relay such tracks or resume the operation of cars at any time in the future.

Second—That the Corporation Counsel be requested to expedite in every manner possible the pending litigation, in order to secure a definite decision as to the rights of the City.

Third—That the Board direct the Chief Engineer to collect the necessary data pertaining to every unused track in the City and place same before the Corporation Counsel, that he may then decide in what manner to proceed.

Fourth—That the Corporation Counsel be directed, upon receipt of such information, to proceed against the respective companies owning tracks not in use in each of the following ways where the same may be applicable:

First—By suits for the removal of the tracks on account of nuisance.

Second—By application to the Attorney General for the forfeiture of the rights of the company, as provided in the Railroad Law.

Third—By preparation of bills to be presented to the next Legislature modifying and amending the original charters and franchise rights of the respective companies as to those streets where public service has not been maintained.

Fourth—By any other means open to properly protect the interest of the City.

Respectfully submitted,

HARRY P. NICHOLS, Engineer in Charge.

The following was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves the recommendations contained in the report dated April 26, 1907, this day received from the Division of Franchises; and be it further

Resolved, That the Chief Engineer be and he is hereby directed to collect the necessary data pertaining to every unused track in the City and place same before the Corporation Counsel; and be it further

Resolved, That a copy of the aforesaid report be forwarded to the Corporation Counsel, with the request that he take such action as he may deem necessary to fully protect the interests of the City.

The President of the Board of Aldermen moved that the matter be referred to a Select Committee consisting of the President of the Board of Aldermen, the Comptroller and the President of the Borough of Manhattan.

Which motion was adopted.

*Long Island Railroad Company, for Itself and as Lessee of the New York, Brooklyn and Manhattan Beach Railway Company, and the Brooklyn Grade Crossing Commission.*

At the meeting of March 15, 1907, by resolution duly adopted, the Board tentatively approved the terms and conditions proposed by the Select Committee for the consent of the Board to a relocation and change of grade of the Manhattan Beach Division of the New York, Brooklyn and Manhattan Beach Railway, from Avenue M to a point south of Emmons or Neptune avenue, in the Borough of Brooklyn, and directed that the map or plan previously submitted by the Brooklyn Grade Crossing Commission be returned to such Commission for correction and approval by the Commissioner of Public Works of the Borough of Brooklyn.

The Secretary presented the following:

BROOKLYN GRADE CROSSING COMMISSION,  
No. 44 COURT STREET, BOROUGH OF BROOKLYN,  
NEW YORK, April 30, 1907.

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

DEAR SIR—I transmit herewith amended joint plan and profile of section No. 3 of the Bay Ridge Improvement, and section No. 3 of the Brighton Beach Improvement, dated December 27, 1906, and revised March 22, 1907, which has been approved by the Commissioner of Public Works of the Borough of Brooklyn.

This plan and profile was returned by you on March 15, 1907, for correction.

Very truly yours,

EDWIN C. SWEZEY, General Superintendent.

Which was referred to the Chief Engineer.

#### Atlantic Telephone Company.

In the matter of the application of the Atlantic Telephone Company to construct, maintain and operate cables, wires and necessary appurtenances to conduct a general telephone business in all the boroughs of the City.

The Secretary presented the following:

THE ATLANTIC TELEPHONE COMPANY,  
No. 60 WALL STREET,  
NEW YORK, April 24, 1907.

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

GENTLEMEN—In compliance with the direction of your Honorable Board, the Atlantic Telephone Company has caused its engineers, Dr. Louis Duncan and Mr. Edmund Land, to prepare reports, plans and estimates of cost of construction, maintenance and operation of its proposed telephone system, which it seeks the right to install in New York.

The said proposed plans and specifications are respectfully submitted herewith. The company begs that your Honorable Board will give favorable consideration to its application for a franchise to build and operate its proposed system in New York, as soon as possible.

Respectfully,

THE ATLANTIC TELEPHONE COMPANY,  
By JOHN M. SHAW, President.

THE ATLANTIC TELEPHONE COMPANY,  
No. 60 WALL STREET,  
NEW YORK, May 7, 1907.

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

GENTLEMEN—On April 25, 1907, we transmitted to your Board, in accordance with a resolution of December 7, 1906, copy of our estimates and plan and cost for the installation of an automatic telephone system in The City of New York, a copy of these plans having been sent to each individual member of the Board.

We desire to say that the rates suggested by these figures provide for unlimited service for the entire City and are the maximum rates which we propose to charge and are subject to such reduction as it may be possible to make from time to time after the installation of the system.

The present capital stock of the company is five millions of dollars, and it is proposed to increase its capital to twenty-five millions of dollars and to issue fifteen millions of dollars of bonds.

As this application has been pending for more than two years we respectfully ask for as early a hearing as possible.

Respectfully yours,

THE ATLANTIC TELEPHONE COMPANY,

JOHN M. SHAW, President.

Which were referred to the Chief Engineer.

*Seaboard Refrigeration Company, Manhattan Bridge Route (Revised) and Society of the New York Hospital.*

A communication, dated May 2, 1907, was received from the Mayor's office, returning, duly approved by the Mayor, resolutions adopted by the Board April 26, 1907, as follows:

(a) Granting to the Seaboard Refrigeration Company an extension of time until June 1, 1907, in which to comply with the terms of the contract granting a franchise to that company;

(b) Approving of the plans and conclusions and consenting to the construction of an additional rapid transit railway known as "Manhattan Bridge Route (Revised); and

(c) Granting permission to the Society of the New York Hospital to construct, maintain and use a bridge over and across Staple street, Borough of Manhattan, to connect buildings owned by that institution.

Which was ordered filed.

#### Otto Huber Brewery.

In the matter of the application of the Otto Huber Brewery for permission to construct, maintain and operate a fifteen inch iron pipe under and across Bushwick place, for the purpose of conveying beer from its brewery building on the easterly side of Bushwick place, to its bottling establishment on the westerly side of the said street, Borough of Brooklyn, which was presented to the Board at its meeting of April 19, and referred to the Chief Engineer.

The Secretary presented the following:

In the Matter  
of

The application of Otto Huber Brewery, a domestic corporation, for permission to construct, maintain and operate a pipe line across and under the surface of Bushwick place, in the Borough of Brooklyn.

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

The petitioner, the Otto Huber Brewery, a domestic corporation hereby applies for the consent of the Board to construct, maintain and operate a pipe line under the surface of Bushwick place, near Meserole street, in the Borough of Brooklyn, as shown on the accompanying diagram, to connect the brewery property on the east side of Bushwick place with the bottling department property on the west side thereof. The petitioner is the owner of the fee of both said properties and of the structures thereon, and operates said brewery and bottling department, and such pipe line is intended to be used in conveying beer from the brewery to the bottling department. The bottling department property is known as No. 240 Meserole street, and the brewery property as No. 242 Meserole street.

Dated April 17, 1907.

OTTO HUBER BREWERY.  
Jos. HUBER, President.

BOARD OF ESTIMATE AND APPORTIONMENT,  
OFFICE OF THE CHIEF ENGINEER,  
May 8, 1907.

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

SIR—At the meeting of the Board of Estimate and Apportionment held on April 19, 1907, there was presented and referred to the Chief Engineer an application of the Otto Huber Brewery for consent to construct and maintain a pipe line under the surface of Bushwick place, near Meserole street, in the Borough of Brooklyn.

This matter has been investigated by the Division of Franchises, and I submit herewith the report of the Engineer in charge showing that it is proposed to lay a fifteen inch pipe imbedded in concrete, that there can be no reasonable objection to granting the request, and that the President of the Borough of Brooklyn and the Commissioner of Water Supply, Gas and Electricity, to whom the matter has been referred, find no objections nor suggest any special conditions which should be imposed. A resolution has therefore been drawn, similar in all respects to those adopted by the Board in like cases, and the adoption of this resolution granting the consent asked for a period of ten years is recommended.

Respectfully,  
NELSON P. LEWIS, Chief Engineer.

BOARD OF ESTIMATE AND APPORTIONMENT,  
BUREAU OF FRANCHISES, ROOM 79, NO. 280 BROADWAY,  
May 8, 1907.

Mr. NELSON P. LEWIS, Chief Engineer:

SIR—The Otto Huber Brewery, a domestic corporation, engaged in the business of brewing beer, and the owner of certain lands on the southwesterly and southeasterly corners of Bushwick place and Meserole street, in the Borough of Brooklyn, known respectively as Nos. 240 and 242 Meserole street, in a petition to the Board of Estimate and Apportionment, dated April 17, 1907, requests permission to construct, maintain and operate under and across Bushwick place a fifteen (15) inch iron pipe imbedded in concrete, for the purpose of conveying beer from its brewery on the easterly side of Bushwick place to its bottling establishment on the westerly side, all as shown in the plan submitted by the applicant, entitled:

"Plan showing location of proposed pipe conduit to be constructed in Bushwick place, Borough of Brooklyn, to accompany application of Otto Huber Brewery," dated April 16, 1907, and signed "Otto Huber Brewery, Jos. Huber, Pres."

At present the beer is carted in barrels from the brewery to the bottling works, where it is stored. The proposed pipe is to be used to convey the beer to tanks situated in the bottling works, and from these tanks it will run directly to the bottling machinery.

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

Replies have been received from these officials stating that they have no objections, and that the form of consent as usually adopted by the Board would seem to be entirely satisfactory in this case.

I have no objection to offer to the project, and would recommend that the requested permission be granted for a period not exceeding ten years, but revocable at the pleasure of the Board of Estimate and Apportionment, upon sixty (60) days' notice in writing, and that it be made a condition of the consent that a security deposit of the sum of five hundred dollars (\$500) be required, said deposit to be in the form of either money or securities, to be approved by and deposited with the Comptroller for the faithful performance of the terms and conditions of the consent.

The total length of the proposed pipe between the building lines is shown to be fifty-five feet.

In accordance with the schedule adopted by the Board of Estimate and Apportionment fixing the rate of charge for such privileges, the compensation for this privilege should be \$192.50 per annum, and such fee for opening the street as may be determined by the President of the Borough of Brooklyn. The compensation should commence from the date of the approval of the consent by the Mayor.

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

Respectfully,  
HARRY P. NICHOLS, Engineer in Charge.



The following was offered:

Resolved, That the consent of The City of New York be and the same is hereby given to the Otto Huber Brewery, a domestic corporation, the owner of certain lands

on the southeasterly and southwesterly corners of Bushwick place and Meserole street, Borough of Brooklyn, City of New York, to construct, maintain and operate a fifteen (15) inch pipe under and across Bushwick place, for the purpose of conveying beer from its brewery building on the easterly side of Bushwick place to its bottling establishment on the westerly side of said Bushwick place, all as shown on the plan entitled:

"Plan showing location of proposed pipe conduit to be constructed in Bushwick place, Borough of Brooklyn, to accompany application of Otto Huber Brewery,"

—dated April 16, 1907, and signed "Otto Huber Brewery, Jos. Huber, Pres." a copy of which is annexed hereto and made a part hereof.

The consent hereby given is subject to the following terms and conditions:

1. Said consent shall continue only during the pleasure of the Board of Estimate and Apportionment, or its successors in authority, and shall be revocable upon sixty (60) days' notice in writing to said grantee, its successors or assigns, but in no case shall said consent extend beyond a term of ten (10) years from the date of the approval of this resolution by the Mayor, and thereupon all rights of the said Otto Huber Brewery in and under Bushwick place, by reason of this consent, shall cease and determine.

2. The said Otto Huber Brewery, its successors or assigns, shall pay into the treasury of The City of New York the sum of one hundred and ninety-two dollars and fifty cents (\$192.50) per annum on November 1 of each year; provided, however, that the first payment shall be only that proportion of \$192.50 as the time between the approval of this consent by the Mayor and November 1 following shall bear to the whole year. The compensation herein reserved shall commence from the date of approval hereof by the Mayor, and shall be paid annually in advance. Such compensation shall not be considered in any manner in the nature of a tax, but shall be in addition to any and all taxes of whatsoever kind or description now or hereafter required to be paid by any ordinance of The City of New York, or by any law of the State of New York.

3. Upon the revocation or termination by limitation of this consent, the said grantee, its successors or assigns, shall at its own cost cause the pipe line to be removed, and all that portion of Bushwick place affected by this permission to be restored to its proper and original condition.

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

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

- (a) The construction and the maintenance of the pipe line;
- (b) The protection of all surface and subsurface structures which shall be in any way disturbed by the construction of the pipe line;
- (c) All changes in sewer or other subsurface structures made necessary by the construction of the pipe line, including the laying or relaying of pipes, conduits, sewers or other structures;
- (d) The replacing or restoring of the pavement in said street, which may be disturbed during the construction of said pipe line;
- (e) Each and every item of the increased cost of any future subsurface structure caused by the presence of said pipe under this consent;
- (f) The inspection of all work during the construction or removal of said pipe, as herein provided, which may be required by the President of the Borough of Brooklyn and by the Commissioner of Water Supply, Gas and Electricity.

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

7. The said pipe line shall be constructed, maintained and operated subject to the supervision, control and inspection of the proper authorities of The City of New York, who have jurisdiction in such matters under the Charter of The City of New York.

8. This consent is subject to whatever right, title or interest the owners of abutting property or others may have in or to Bushwick place.

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

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

11. Said grantee, its successors or assigns, shall commence the construction of said pipe under this consent and complete the same within ninety (90) days from the date of the approval of this consent by the Mayor; otherwise this consent shall be forfeited forthwith, and without any proceedings, either by law or otherwise for that purpose; provided, however, that such time may be extended by the Board of Estimate and Apportionment for a period not exceeding sixty (60) days.

12. This consent is upon the express condition that within thirty (30) days after its approval by the Mayor, and before anything is done in exercise of the rights conferred hereby, the said grantee shall deposit with the Comptroller of The City of New York the sum of five hundred dollars (\$500), either in money or in securities to be approved by him, which fund shall be security for the performance of the terms and conditions of this consent, especially those which relate to the payment of the annual charge and the repairs of the street pavement. In case of default in the performance by said grantee of any of such terms and conditions, The City of New York shall have the right to cause the work to be done and the materials to be furnished for making the necessary changes or repairs, after ten (10) days' notice in writing, and shall collect the reasonable cost thereof from the said fund without legal proceedings, or in case of default in the payment of the annual charges, shall collect the same, with interest, from such fund after ten (10) days' notice in writing to the said grantee.

In case of any drafts so made upon the security fund, the said grantee shall, upon thirty (30) days' notice in writing, pay to the Comptroller of The City of New York a sum of money sufficient to restore the said fund to the original amount of five hundred dollars (\$500), and in default of the payment thereof, the consent hereby

given may be canceled and annulled at the option of the Board of Estimate and Apportionment of The City of New York, acting on behalf of said City. No action or proceedings or rights under the provisions of this section shall affect any other legal rights, remedies or causes of action belonging to The City of New York.

13. Said grantee shall give notice to the President of the Borough of Brooklyn and to the Commissioner of Water Supply, Gas and Electricity, in writing, of its intention to begin construction of the work hereby authorized at least forty-eight (48) hours before such construction commences. The grantee shall also give to the Board of Estimate and Apportionment notice in writing of the date on which the work is commenced, and also the date on which the same is completed.

14. This consent shall not become operative until said grantee shall duly execute an instrument in writing, wherein said grantee shall promise, covenant and agree on its part to conform to, abide by and perform all the terms, conditions and requirements in this consent fixed and contained, and file the same with the Board of Estimate and Apportionment of The City of New York within thirty (30) days after the approval of this consent by the Mayor.

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

Which was adopted by the following vote:

Affirmative—The Mayor, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—13.

The Comptroller appeared and took his place in the Board.

The following matters not on the calendar were considered by unanimous consent:

#### Seaboard Refrigeration Company.

In the matter of the application of the Seaboard Refrigeration Company for an extension of time until May 1, 1908, in which to comply with the provisions of section 2, articles 3 and 22, of the contract granting a franchise to this company, which was presented to the Board at the meeting of April 12, 1907.

At the meeting of April 26, 1907, by resolution duly adopted, the company was granted an extension of time until June 1, 1907, and the matter was referred to a Select Committee to consider the question of the further extension requested.

The Comptroller, as Chairman of the Select Committee, presented the following:

May 9, 1907.

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

SIR—At a meeting of the Board held April 26, 1907, the petition of the Seaboard Refrigeration Company for an extension of time from May 1, 1907, in which to comply with certain provisions of the franchise previously granted to it, and requesting that certain of the terms and conditions therein imposed be modified, was presented, together with the report of the Chief Engineer, recommending that such time be extended until May 1, 1908, and that during that time, the modifications as requested could be properly considered, the time being too short to more than extend the contract at the present time, in view of the law governing such grants.

The Board, by resolution, thereupon extended the time thirty days until June 1, 1907, and referred the matter to a Select Committee, composed of the Comptroller, President of the Board of Aldermen and the President of the Borough of Brooklyn.

The president of the company, Mr. Charles E. Booth, in a communication dated May 3, 1907, has addressed the members of this committee, requesting that such extension be extended until May 1, 1908, and that the payments, as requested by section 2 of articles 3 and 22, be reduced; that the term of the franchise be increased from 15 years, and that the various dates of the completion of a certain amount of pipe line be extended.

Your committee has considered this matter, and finds that it will be impossible to comply with the law in regard to the modifications of this contract within the thirty days' extension granted, and would respectfully recommend that the contract be further extended until May 1, 1908, pending which time we will submit a further report upon the modifications requested.

Respectfully,

H. A. METZ, Comptroller.

P. F. McGOWAN, President, Board of Aldermen.

BIRD S. COLER, President, Borough of Brooklyn.

The following was offered:

Whereas, The Board of Estimate and Apportionment did, by resolution adopted June 15, 1906, approved by the Mayor June 22, 1906, grant to the Seaboard Refrigeration Company the franchise, right or privilege to construct, maintain and operate a conduit not to exceed 18 inches in diameter, with the necessary branches and connections thereto, leading directly into private property, for the sole purpose of supplying refrigeration to consumers, under and along certain streets and avenues in the Borough of Brooklyn, and designated therein; and

Whereas, A contract containing certain terms and conditions to govern the aforesaid franchise, right or privilege was executed by Charles E. Booth, president, and Henry Guttin, secretary, on the 22d day of June, 1906, for and on behalf of the Seaboard Refrigeration Company, and by the Hon. Patrick F. McGowan and P. J. Scully, the Acting Mayor and City Clerk of The City of New York, for and on behalf of said City on July 6, 1906; and

Whereas, "Section 2, third," provides that the company shall pay to The City of New York "five thousand dollars (\$5,000) in cash within thirty (30) days after the signing of the contract"; and

Whereas, "Section 2, twenty-second," provides that "this grant is upon the express condition that the company, within thirty (30) days after the execution of this contract and before anything is done in exercise of the rights conferred thereby, shall deposit with the Comptroller of The City of New York the sum of five thousand dollars (\$5,000) either in money or in securities to be approved by him, which fund shall be security for the performance by the company of the terms and conditions of this grant \* \* \*"; and

Whereas, On November 9, 1906, by resolution duly adopted by the Board of Estimate and Apportionment this company was granted an extension of time up to and including May 1, 1907, in which to comply with the provisions of "section 2, third," and "section 2, twenty-second," of the aforesaid contract; and

Whereas, The Seaboard Refrigeration Company in a petition dated April 2, 1907, requested a further extension of time in which to comply with the provisions of "section 2, third," and "section 2, twenty-second" of the aforesaid contract, for the reason that the conditions of the money market have been such that it has been practically impossible for any industrial enterprise to secure capital; and

Whereas, On April 26, 1907, by resolution duly adopted by the Board of Estimate and Apportionment, the Seaboard Refrigeration Company was granted an extension of time up to and including June 1, 1907, in which to comply with the provisions of "section 2, third," and "section 2, twenty-second," of the aforesaid contract; and

Whereas, A Select Committee of this Board, in a report dated May 9, 1907, has recommended that the Seaboard Refrigeration Company be granted a further extension of time up to and including May 1, 1908, so as to permit said Committee time in which to present a report on certain requested modifications of the contract; now therefore be it

Resolved, That the Board of Estimate and Apportionment hereby grants, upon the conditions hereinafter set forth, an extension of time to and including May 1, 1908, for the company to comply with the provisions of "section 2, third," and "section 2, twenty-second"; and be it further

Resolved, That this extension of time shall not become operative until said Seaboard Refrigeration Company shall duly execute, under its corporate seal, an instrument in writing, to the satisfaction of the Board of Estimate and Apportionment, and file the same in the office of the said Board within thirty (30) days from the approval of this resolution by the Mayor, wherein said company shall promise, covenant and agree that the consent of the Board of Estimate and Apportionment so given to the extension of time requested shall not in any wise change, alter or amend any of the terms, conditions and requirements in the contract, fixed and contained, and which said contract shall remain in full force and effect except as herein expressly stated.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen, and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

#### Brooklyn Loop Lines—Rapid Transit Railway.

The Comptroller presented the following:

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

#### To the Board of Estimate and Apportionment:

Pursuant to the provisions of law, the Board of Rapid Transit Railroad Commissioners for The City of New York herewith transmits to your Honorable Board the form of a proposed contract for the construction of a part of the proposed Brooklyn loop lines in Centre street, from Pearl street to Park row, Borough of Manhattan, and requests your approval of the said contract for advertising for bids to perform the work therein specified.

The contract is identical in form with the one for that portion of the Brooklyn loop lines in Centre street, between Pearl and Canal streets, which was approved by your Board by resolution adopted the 8th of March, 1907, with the exception only of such changes as are necessitated by the difference in section.

The said proposed contract has also been transmitted, as required by law, to the Corporation Counsel for his approval as to form.

In witness whereof the Board of Rapid Transit Railroad Commissioners for The City of New York has caused its seal to be hereto affixed and these presents to be signed by its Secretary this 9th day of May, 1907.

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

[SEAL.] BION L. BURROWS, Secretary.

The following was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the proposed form of contract submitted by the Board of Rapid Transit Railroad Commissioners for The City of New York, with a communication dated May 9, 1907, for the construction of a portion of what are more particularly known as "Brooklyn Loop Lines" (Pearl street to Park row).

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen, and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

#### Brooklyn Loop Lines—Rapid Transit Railway.

The Comptroller presented the following:

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

#### To the Board of Estimate and Apportionment:

Pursuant to the provisions of law, the Board of Rapid Transit Railroad Commissioners for The City of New York herewith transmits to your Honorable Board the form of a proposed contract for the construction of a part of the proposed "Brooklyn Loop Lines," in Delancey street, between Norfolk street and the Bowery, Borough of Manhattan, and requests your approval of the said contract for advertising for bids to perform the work therein specified.

The contract is identical in form with the one for that portion of the Brooklyn loop lines in Centre street, between Pearl and Canal streets, which was approved by your Board by a resolution adopted the 8th day of March, 1907, with the exception only of such changes as are necessitated by the difference in section.

The said proposed contract has also been transmitted, as required by law, to the Corporation Counsel for his approval as to form.

In witness whereof the Board of Rapid Transit Railroad Commissioners for The City of New York has caused its seal to be hereto affixed and these presents to be signed by its Secretary this 9th day of May, 1907.

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

[SEAL.] BION L. BURROWS, Secretary.

The following was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the proposed form of contract submitted by the Board of Rapid Transit Railroad Commissioners for The City of New York, with a communication dated May 9, 1907, for the construction of a portion of what are more particularly known as "Brooklyn Loop Lines" (Delancey street, between the Bowery and Norfolk street).

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen, and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

The Secretary presented the following communications from the Comptroller, recommending the transfers of certain appropriations:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,

April 30, 1907.

JOSEPH HAAG, Esq., Secretary, Board of Estimate and Apportionment:

DEAR SIR—I herewith return the following requests of the heads of the various departments for transfers of appropriations, which were transmitted to the Comptroller for examination and report, in accordance with the resolution of the Board of Estimate and Apportionment adopted January 4, 1907, viz.:

Department of Public Charities .....	\$1,178 37
City Record .....	4 50
Board of Education .....	75 00
Department of Public Charities .....	303 66

In view of the fact that there are sufficient funds available to provide for the transfers requested, and the same appear to be proper and reasonable, I recommend to the Board of Estimate and Apportionment that the necessary resolutions be adopted making such transfers.

Respectfully,

H. A. METZ, Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
May 6, 1907.

JOSEPH HAAG, Esq., Secretary, Board of Estimate and Apportionment:

DEAR SIR—I herewith return the following requests of the heads of the various departments for transfers of appropriations, which were transmitted to the Comptroller for examination and report, in accordance with the resolution of the Board of Estimate and Apportionment adopted January 4, 1907, viz.:

Examining Board of Plumbers ..... \$6 50

In view of the fact that there are sufficient funds available to provide for the transfers requested, and the same appear to be proper and reasonable, I recommend to the Board of Estimate and Apportionment that the necessary resolutions be adopted making such transfers.

Respectfully,

H. A. METZ, Comptroller.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
May 7, 1907.

JOSEPH HAAG, Esq., Secretary, Board of Estimate and Apportionment:

DEAR SIR—I herewith return the following requests of the heads of the various departments for transfers of appropriations, which were transmitted to the Comptroller for examination and report, in accordance with the resolution of the Board of Estimate and Apportionment adopted January 4, 1907, viz.:

President, Borough of Manhattan ..... \$650 00  
President, Borough of Manhattan ..... 7,249 35  
President, Borough of Manhattan ..... 1,329 92

In view of the fact that there are sufficient funds available to provide for the transfers requested, and the same appear to be proper and reasonable, I recommend to the Board of Estimate and Apportionment that the necessary resolutions be adopted making such transfers.

Respectfully,

H. A. METZ, Comptroller.

A. \$6.50, as requested by the Examining Board of Plumbers.

OFFICE, EXAMINING BOARD OF PLUMBERS,  
No. 149 CHURCH STREET,  
NEW YORK, May 1, 1907.

Board of Estimate and Apportionment, No. 280 Broadway, City:

GENTLEMEN—Referring to the bill of March 30, 1907, in favor of John Todd, Treasurer, amount \$26.70, which includes, among other items, carfare from October 1, 1906, to December 31, 1906, amount \$6.50, for which there is no appropriation to cover, I hereby respectfully request that this amount be transferred from the unexpended balance of 1906—\$230.59—on account of salary of Clerk, to the Supplies and Contingencies account.

Yours respectfully,

EXAMINING BOARD OF PLUMBERS.

ROBERT McCABE, President.

The following resolution was offered:

Resolved, That the sum of six dollars and fifty cents (\$6.50) be and the same is hereby transferred from the appropriation made to the Examining Board of Plumbers for the year 1906, entitled Salary of Clerk, the same being in excess of the amount required for the purposes thereof, to the appropriation made to said Board for the same year, entitled Supplies and Contingencies, the amount of said appropriation being insufficient.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

B. \$1,178.37, as requested by the Commissioner of Public Charities.

DEPARTMENT OF PUBLIC CHARITIES,  
FOOT OF EAST TWENTY-SIXTH STREET,  
April 18, 1907.

To the Honorable the Board of Estimate and Apportionment:

GENTLEMEN—I beg respectfully to request the transfer of eleven hundred and seventy-eight dollars and thirty-seven cents (\$1,178.37) from the appropriations to this Department for the year 1906, entitled:

Alterations, Additions and Repairs to Buildings and Apparatus ..... \$29 64  
Transportation of Paupers, Medicines, Coffins, etc ..... 916 13  
Poor Adult Blind ..... 7 00  
Clothing for Insane Patients ..... 7 28  
Donations to Grand Army Veterans ..... 6 79  
Burial Pauper Dead ..... 103 00  
New Ambulances, Horses, Harness and Repairs ..... 108 53  
..... \$1,178 37

—the same being in excess of the amounts required therefor, to the appropriation Supplies and Contingencies to this Department for the year 1906, the same being insufficient.

Respectfully,

ROBT. W. HEBBERD, Commissioner.

The following resolution was offered:

Resolved, That the sum of eleven hundred and seventy-eight dollars and thirty-seven cents (\$1,178.37) be and the same is hereby transferred from the appropriations made to the Department of Public Charities for the year 1906, entitled and as follows:

Alterations, Additions and Repairs to Buildings and Apparatus ..... \$29 64  
Transportation of Paupers, Medicines, Coffins, etc ..... 916 13  
Poor Adult Blind ..... 7 00  
Clothing for Insane Patients ..... 7 28  
Donations to Grand Army Veterans ..... 6 79  
Burial Pauper Dead ..... 103 00  
New Ambulances, Horses, Harness and Repairs ..... 108 53  
..... \$1,178 37

—the same being in excess of the amounts required for the purposes thereof, to the appropriation made to said Department for the same year, entitled Supplies and Contingencies, the amount of said appropriation being insufficient.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

C. \$4.50, as requested by the Supervisor of the City Record.

THE CITY OF NEW YORK—BOARD OF CITY RECORD,  
OFFICE OF THE SUPERVISOR,  
April 22, 1907.

JOSEPH HAAG, Esq., Secretary, Board of Estimate and Apportionment:

DEAR SIR—I respectfully request that the Board of Estimate and Apportionment transfer from the appropriation made to the Board of City Record, entitled, Printing, Stationery and Blank Books for City Departments and Offices, 1906, the sum of \$4.50 to the appropriation made to the Board of City Record, entitled, Supplies, Rents and Contingencies, 1906, the amount of said appropriation being insufficient.

Respectfully yours,

PATRICK J. TRACY, Supervisor of the City Record.

The following resolution was offered:

Resolved, That the sum of four dollars and fifty cents (\$4.50) be and the same is hereby transferred from the appropriation made to the Board of City Record for the year 1906, entitled, Printing, Stationery and Blank Books for City Departments and Offices, the same being in excess of the amount required for the purposes thereof, to the appropriation made to said Board of City Record for the same year, entitled, Supplies, Rents and Contingencies, City Record, the amount of said appropriation being insufficient.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

D. \$75, as requested by the Board of Education.

Resolved, That the Board of Estimate and Apportionment be and it is hereby respectfully requested to transfer the sum of seventy-five dollars (\$75) from the Special School Fund for the year 1904 and from the item contained therein, entitled, Salaries of Janitors in All Schools, Board of Education, which item is in excess of its requirements, to the item also contained within the Special School Fund for the year 1904, entitled, Pianos and Repairs of, Borough of Brooklyn, which item is insufficient for its purposes.

A true copy of resolution adopted by the Board of Education April 24, 1907.

A. EMERSON PALMER, Secretary, Board of Education.

The following resolution was offered:

Resolved, That the sum of seventy-five dollars (\$75) be and the same is hereby transferred from the appropriation made to the Department of Education for the year 1904, entitled Special School Fund, Board of Education—Salaries of Janitors in All Schools, the same being in excess of the amount required for the purposes thereof, to the appropriation made to said Department for the same year, entitled Special School Fund, Borough of Brooklyn—Pianos and Repairs of, the amount of said appropriation being insufficient.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

E. \$303.66, as requested by the Commissioner of Public Charities.

DEPARTMENT OF PUBLIC CHARITIES,  
FOOT OF EAST TWENTY-SIXTH STREET,  
April 18, 1907.

To the Honorable the Board of Estimate and Apportionment:

GENTLEMEN—I beg respectfully to request the transfer of three hundred and three dollars and sixty-six cents (\$303.66) from the appropriation to this Department for the year 1905, entitled Supplies and Contingencies, the same being in excess of the amount required therefor, to the appropriation Alterations, Additions and Repairs to Buildings and Apparatus to this Department for the year 1905, the same being insufficient.

Respectfully yours,

ROBT. W. HEBBERD, Commissioner.

The following resolution was offered:

Resolved, That the sum of three hundred and three dollars and sixty-six cents (\$303.66) be and the same is hereby transferred from the appropriation made to the Department of Public Charities for the year 1905, entitled Supplies and Contingencies, the same being in excess of the amount required for the purposes thereof, to the appropriation made to said Department for the same year, entitled Alterations, Additions and Repairs to Buildings and Apparatus, the amount of said appropriation being insufficient.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

F. \$650, as requested by the President, Borough of Manhattan.

G. \$8,579.27, as requested by the President, Borough of Manhattan.

CITY OF NEW YORK,  
OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN,  
CITY HALL, May 2, 1907.

JOSEPH HAAG, Esq., Secretary to the Board of Estimate and Apportionment:

DEAR SIR—Request is herewith made to the Board of Estimate and Apportionment for the following mentioned transfer of funds:

From Bureau of Public Buildings and Offices—Supplies and Repairs (including public baths and public comfort stations), 1905, \$650, to Bureau of Highways—Repairs and Renewals of Pavements and Regrading, 1905.

From—

General Administration—

Salaries, 1906 ..... \$97 64  
Supplies and Contingencies, 1906 ..... 502 06

Bureau of Highways—

Salaries, 1906 ..... 470 05  
Boring Examinations for Grading Contracts, 1906 ..... 300 00

One Hundred and Fifty-fifth Street Viaduct, Maintenance and Repairs, 1906 ..... 491 00

Roads, Streets and Avenues, Unpaved, Maintenance of and Sprinkling, 1906 ..... 382 31

Chemical and Cement Laboratory, 1906 ..... 601 28

Riverside Drive Viaduct, Maintenance of, 1906 ..... 562 50

Bureau of Incumbrances—

Salaries, 1906 ..... 13 34

Removing Obstructions in Streets and Avenues, 1906 ..... 455 30

Bureau of Sewers—

Salaries, 1906 ..... 1,754 95

Boring Examinations, 1906 ..... 130 50

—the same being in excess of the amounts required for the purposes thereof, to the appropriation made to said Department for the same year, entitled Supplies and Contingencies, the amount of said appropriation being insufficient.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

Bureau of Public Buildings and Offices—	
Salaries and Wages, 1906.....	419 42
Bureau of Public Baths and Public Comfort Stations—	
Salaries, 1906 .....	1,009 00

—to Bureau of Public Buildings and Offices—Supplies and Repairs (including public baths and public comfort stations), 1906.  
From Bureau of Highways—Boulevards, Roads and Avenues, Maintenance of, 1906, \$1,329.92, to Bureau of Highways—Repairs and Renewal of Pavements and Regrading, 1906.

Yours truly,

JOHN F. AHEARN,  
President, Borough of Manhattan.

The following resolution was offered:

Resolved, That the sum of six hundred and fifty dollars (\$650) be and the same is hereby transferred from the appropriation made to the President, Borough of Manhattan, for the year 1905, entitled Bureau of Public Buildings and Offices—Supplies and Repairs (including public baths and comfort stations), the same being in excess of the amount required for the purposes thereof, to the appropriation made to said President for the same year, entitled Bureau of Highways—Repairs and Renewals of Pavements and Regrading, the amount of said appropriation being insufficient.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

The following resolution was offered:

Resolved, That the sum of eight thousand five hundred and seventy-nine dollars and twenty-seven cents (\$8,579.27) be and the same is hereby transferred from the appropriations made to the President, Borough of Manhattan, for the year 1906, entitled and as follows:

General Administration—

Salaries .....	\$97 64
Supplies and Contingencies .....	562 06

Bureau of Highways—

Salaries .....	470 05
Boring Examinations for Grading Contracts.....	300 00
One Hundred and Fifty-fifth Street Viaduct, Maintenance and Repairs .....	491 00
Roads, Streets and Avenues, Unpaved, Maintenance of and Sprinkling Chemical and Cement Laboratory.....	382 31
Riverside Drive Viaduct, Maintenance of.....	601 28
Boulevards, Roads and Avenues, Maintenance of.....	562 50
	1,329 92

Bureau of Incumbrances—

Salaries .....	13 34
Removing Obstructions in Streets and Avenues.....	455 30

Bureau of Sewers—

Salaries .....	1,754 95
Boring Examinations.....	130 50
Bureau of Public Buildings and Offices—Salaries and Wages.....	419 42

Bureau of Public Baths and Public Comfort Stations—Salaries.....

1,009 00

—————

\$8,579 27

—the same being in excess of the amounts required for the purposes thereof, to the appropriations made to said President for the same year, entitled and as follows:

Bureau of Public Buildings and Offices—Supplies and Repairs (including

    Public Baths and Public Comfort Stations).....

7,249 35

Bureau of Highways—Repairs and Renewals of Pavements and Regrading .....

1,329 92

—————

\$8,579 27

—the amounts of said appropriations being insufficient.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

The Secretary presented communications requesting the fixing of salaries and the establishment of new grades as follows:

From the Secretary to the President, Borough of Brooklyn, requesting the establishment of the position of Chief Draughtsman in the Topographical Bureau, at \$2,400 per annum.

From the Commissioner of Parks, Boroughs of Manhattan and Richmond, requesting the establishment of the position of Supervisor of Playgrounds, at \$2,000 per annum.

From the Secretary, Board of Trustees, College of The City of New York, requesting the fixing of the salary of the position of Janitor-in-Chief of the College at \$18,435 per annum.

Which were referred to a Select Committee, consisting of the Comptroller and the President, Board of Aldermen.

The Secretary presented the following communication from the Comptroller, recommending the acquisition by purchase, at a price not exceeding \$39,000, of property located at Nos. 170 and 170½ Bowery, for the extension of Delancey street, Manhattan:

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE, May 6, 1907.

Hon. HERMAN A. METZ, Comptroller:

SIR—The Board of Estimate and Apportionment at its meeting held February 17, 1907, adopted a resolution, pursuant to the provisions of section 970 of the revised Charter, deeming it for the public interest that the title to lands and premises required for the opening and extending of a new street located between the Bowery and Elm street, in the Borough of Manhattan, should be acquired by The City of New York, and authorized the institution of condemnation proceedings for the acquisition thereof. The said resolution contained the following clause:

“Resolved, That nothing herein contained shall be construed as preventing the Comptroller of The City of New York from entering into negotiations for the pur-

chase of any of the aforesaid land at private sale, subject to the approval of this Board.”

It appears, however, that the entire expense of said proceeding is to be borne and paid for by the City at large.

S. B. Goodale & Son, in a communication addressed to this office, offer the property known by the Nos. 170 and 170½ Bowery, Borough of Manhattan, which is included within the area of the property to be acquired as an extension of Delancey street, between the Bowery and Elm street, for the sum of \$48,000. In view of the fact that the property was included in the pending condemnation proceedings, the question as to the advisability of acquiring the same at private sale was taken up with the Assistant Corporation Counsel in charge of the proceeding, and after negotiation with the representative of the owners of the property he has agreed to accept the sum of \$39,000 for the portion of the property included within the area of the proceedings. The size of the property Nos. 170 and 170½ Bowery, known as Lot No. 31 in Block 478, is 25 feet 5 8/8 inch front with a depth of 99 feet 3 5/8 inches, there being situated upon the property a three-story brick building entirely taken in the proceeding. The portion of the property taken is 2,258 square feet, and is situated in the rear of the lot on the southwesterly corner thereof. The portion which will remain is a triangular piece with a base 7 feet 9 1/8 inches, the side being 56 feet 7 1/4 inches, running to an apex.

The price asked of \$39,000 for the portion of the property taken in the proceeding is in my opinion not excessive. I would therefore respectfully recommend that the Board of Estimate and Apportionment adopt a resolution authorizing the acquisition of the property known by the Nos. 170 and 170½ Bowery, Borough of Manhattan, as to that portion situated within the lines laid out to be acquired for the extension of Delancey street, between the Bowery and Elm street, at a price not exceeding \$39,000, and, in view of the fact that the title to the property included within the area of the proceeding recently vested in The City of New York, I would recommend that the resolution contain a clause that the last record owner give all his right, title and interest in and to any awards that may be made for the said property.

Respectfully submitted for approval,

MORTIMER J. BROWN,  
Appraiser of Real Estate, Department of Finance.

Approved:

G. L. STERLING, Acting Corporation Counsel.

Approved:

H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the acquisition of the following described property for street purposes, to be known as the extension of Delancey street, in the Borough of Manhattan:

Beginning at a point on the westerly side of the Bowery, distant 235 feet 8 inches northerly from the corner formed by the intersection of the westerly side of the Bowery with the northerly side of Broome street; thence westerly at right angles to the Bowery 42 feet 1 3/8 inches; thence still westerly and along the southerly side of the property laid out to be acquired by the City for the extension of Delancey street, from the Bowery to Elm street, in the Borough of Manhattan, to the easterly side of Lot No. 8 in Block 478 on the land map of the County of New York; thence northerly and parallel with the Bowery 17 feet 2 5/8 inches; thence easterly 99 feet 3 5/8 inches to the westerly side of the Bowery, and thence southerly along the westerly side of the Bowery 25 feet 5 8/8 inch to the point or place of beginning, be the said several dimensions more or less, and being the premises known as Lot No. 34 in Block 478 on the land map of the County of New York, excepting so much therefrom as is not included upon the map for the extension of Delancey street, from the Bowery to Elm street, in the Borough of Manhattan, together with all the right, title and interest of the owners of said premises of, in and to the street in front thereof to the centre thereof, and also together with all and any awards that may be made for the hereinbefore described property in the matter of the condemnation proceedings now pending for the acquisition of the same, the said proceeding entitled the extension of Delancey street, from the Bowery to Elm street, in the Borough of Manhattan, —and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above described property at private sale, at a price not exceeding thirty-nine thousand dollars (\$39,000), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—14.

Negative—President of the Borough of Brooklyn—2.

The Secretary presented the following communication from the General Counsel of the New York Central and Hudson River Railroad Company submitting three sets of tracings showing area and dimensions of lands held by The City of New York, located in the counties of Westchester and Putnam, for the purposes of the Aqueduct Commission and the Department of Water Supply, Gas and Electricity; also three petitions signed by the President of said railroad company relative to granting and conveying the lands described on the tracings to the New York Central and Hudson River Railroad Company, pursuant to chapter 615 of the Laws of 1906; together with communication from the Chief Engineer of the Board of Estimate and Apportionment recommending that the Board, by resolution, approve of the plans submitted and suggesting certain stipulations which should be made the subject of an agreement before the City gives title to the railroad company, and further recommending that the Corporation Counsel be requested to prepare such agreement and that the Comptroller be requested to report to the Board as to the proper compensation to be paid by the railroad company for the land it seeks to acquire:

NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY,  
GRAND CENTRAL STATION,  
NEW YORK, January 23, 1907

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

DEAR SIR—In accordance with our conversation of yesterday, I beg to send you herewith three (3) sets of tracings in quintuplicate, two of the sets showing the area and dimensions of lands held by The City of New York for the purposes of the Aqueduct Commission, and located respectively in the counties of Westchester and Putnam, and the third set of tracings showing lands held by The City of New York for the purposes of the Department of Water Supply, Gas and Electricity, and located in Putnam County, together with three petitions signed by Mr. W. H. Newman, President of this company, praying that said tracings be approved by your Honorable Board, and that such approval be evidenced by the adoption of the resolution in the form endorsed upon said tracings, duly certified by the Mayor and the Secretary of your Board, and that your said Board inform this company of the terms and conditions upon which the said lands so described may be granted and conveyed in fee to this Company.

The maps sent herewith have been prepared and are submitted in pursuance of the provisions of chapter 615 of the Laws of 1906, and their approval is requested under authority conferred upon the Board of Estimate and Apportionment by said act.

Such prompt action by your Board as may be consistent will be greatly appreciated.

Very truly yours,

ALBERT H. HARRIS, General Counsel.

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

The petition of the New York Central and Hudson River Railroad Company respectfully shows:

That your petitioner is the lessee of that portion of the New York and Harlem Railroad extending from at or near Forty-second street, in the Borough of Manhattan, New York City, N. Y., to Chatham, in the State of New York.

That your petitioner has prepared and herewith submits to the Board of Estimate and Apportionment, for its approval, a map showing the location, area and dimensions of certain strips or parcels of land held by The City of New York for the purposes of the Aqueduct Commissioners and situated in the County of Putnam and State of New York, and which are contiguous to the right of way of the New York and Harlem Railroad Company, a description of which lands, by metes and bounds, is hereto annexed and designated "Schedule A."

That the lands—the location, area and dimensions of which are shown on said map, and a description of which is contained in "Schedule A," hereto annexed—are necessary and required by your petitioner for railroad purposes and for the purpose of constructing thereon a roadbed and additional tracks so as to enable your petitioner to improve the service to be rendered to the traveling public on the lines of railroad owned or leased by your petitioner.

That said map has been prepared and is submitted herewith in pursuance of the provisions of chapter 615 of the Laws of 1906, and approval of said map is requested under authority conferred upon the Board of Estimate and Apportionment by said act.

Wherefore, your petitioner prays that said map be approved and that such approval be evidenced by the adoption of a resolution in the form indorsed upon said map, duly certified by the Mayor and the Secretary of the Board of Estimate and Apportionment, and that the said Board inform your petitioner of the terms and conditions upon which the said lands so described in said "Schedule A" may be granted and conveyed in fee to your petitioner.

Dated New York, October 11, 1906.

THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY,

By W. H. NEWMAN, President.

SCHEDULE A.

All that certain piece or parcel of land situate in the Town of North Salem, County of Westchester, and State of New York, bounded and described as follows:

Beginning at a rail monument set at the intersection of the northerly line of land conveyed by Joel B. Purdy to the New York and Harlem Railroad Company by warranty deed, dated September 1, 1886, and recorded in the office of the Register of Westchester County, in Liber 1068 of Deeds, at page 456 et seq., with the northwesterly line of land conveyed by Thomas R. Lee to the New York and Harlem Railroad Company by warranty deed dated December 26, 1847, and recorded in the office of the Clerk (now Register) of Westchester County, in Liber 124, of Deeds, at page 51, et seq., said rail monument being distant forty (40) feet radially from the centre line of original location of the New York and Harlem Railroad, said centre line being marked by stone monuments set in the ground; and running thence westerly along said northerly line of land conveyed by Joel B. Purdy, by deed, as aforesaid, twenty-six (26) feet, more or less, to a point distant sixty (60) feet radially from said centre line; thence northeasterly, by a curve to the right with a radius of one thousand nine hundred and seventy and eight hundredths (1,970.08) feet, concentric with said centre line five hundred and twenty-six (526) feet, more or less, to the southerly line of the highway, extending along the southerly bank of the Croton river; thence easterly along the southerly line of said highway ninety-six (96) feet, more or less, to the northwesterly line of that parcel of land conveyed by Edwin Crosby to the New York and Harlem Railroad Company by warranty deed, dated October 20, 1845, and recorded in the office of the Clerk (now Register) of Westchester County in Liber 114, of Deeds, at page 360, et seq., distant thirty-three (33) feet radially from said centre line; thence southwesterly along the northwesterly line of said parcel of land conveyed by said Edwin Crosby, as aforesaid, by a curve to the left, with a radius of one thousand nine hundred and forty-three and eight hundredths (1,943.08) feet, concentric with said centre line five hundred and ten (510) feet, more or less, to the division line between land formerly of said Edwin Crosby and land formerly of said Thomas R. Lee; thence northwesterly along said division line seven (7) feet, more or less, to a point in the northwesterly line of said parcel of land conveyed by Thomas R. Lee, as aforesaid, distant forty (40) feet radially from said centre line; thence southwesterly along the northwesterly line of said parcel of land conveyed by Thomas R. Lee, as aforesaid, by a curve to the left, with a radius of one thousand nine hundred and fifty and eight hundredths (1,950.08) feet, concentric with said centre line, eighty-eight (88) feet, more or less, to the place of beginning; containing thirty-four hundredths (0.34) acre of land, more or less; together with all the right, title and interest of The City of New York in and to said highway in front of and adjacent to the above described premises.

Parcel No. 2.

All that certain other piece or parcel of land situate in the town, county and State aforesaid, bounded and described as follows:

Beginning at a point in the division line between land of The City of New York and land of George Juengst & Son, and in the southeasterly line of that parcel of land conveyed by Edwin Crosby to the New York and Harlem Railroad Company by warranty deed dated October 20, 1845, and recorded in the office of the Clerk (now Register) of Westchester County in Liber 114 of Deeds, at page 360, et seq., said point being distant thirty-three (33) feet radially from the centre line of original location of the New York and Harlem Railroad, as now marked by stone monuments set in the ground; and running thence northeasterly along the southeasterly line of said parcel of land conveyed by Edwin Crosby, as aforesaid, by a curve to the right, with a radius of one thousand eight hundred and seventy-seven and eight hundredths (1,877.08) feet, concentric with said centre line two hundred and seventy-eight (278) feet, more or less, to a point opposite a stone monument inscribed P. T., set at Station 2543 plus 61.23 of said centre line as monumented; thence northeasterly continuing along the southeasterly line of said parcel of land conveyed by Edwin Crosby, as aforesaid, parallel with and distant thirty-three (33) feet at right angles from said centre line one hundred and twenty-five (125) feet, more or less, to the southeasterly line of the highway extending along the southerly bank of the Croton river; thence northeasterly along the southeasterly line of said highway one hundred and thirty-eight (138) feet, more or less, to a point distant seventy (70) feet at right angles from said centre line; thence southwesterly, parallel with said centre line, two hundred and sixty-five (265) feet, more or less, to a point opposite said stone monument inscribed P. T.; thence southwesterly by a curve to the left with a radius of one thousand eight hundred and forty and eight hundredths (1,840.08) feet, concentric with and distant seventy (70) feet radially from said centre line two hundred and forty-three (243) feet, more or less, to said division line; thence westerly along said division line fifty (50) feet, more or less, to the place of beginning, containing thirty-eight hundredths (0.38) acre of land, more or less.

Said above described premises being marked Parcel No. 1 and Parcel No. 2, respectively, and shown by yellow shading on the plot thereof hereto attached, and which is hereby made a part of this description.

Together with the right and easement to extend easterly and westerly the piers and abutments of the present railroad bridge across the Croton river, at and in the vicinity of the northerly line of Westchester County, sufficiently for the purpose of supporting a bridge superstructure, of character and capacity for carrying a four-track railroad. Also the right to change or alter the location of the existing highway along the southerly bank of the Croton river, where the same crosses the New York and Harlem Railroad, to such extent as may be found necessary in connection with the construction of four tracks for said railroad.

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

The petition of the New York Central and Hudson River Railroad Company respectfully shows:

That your petitioner is the lessee of that portion of the New York and Harlem Railroad extending from at or near Forty-second street, in the Borough of Manhattan, New York City, N. Y., to Chatham, in the State of New York.

That your petitioner has prepared and herewith submits to the Board of Estimate and Apportionment, for its approval, a map showing the location, area and dimensions of certain strips or parcels of land held by The City of New York for the purposes of the Aqueduct Commissioners and situated in the County of Putnam and State of New York, and which are contiguous to the right of way of the New York and Harlem Railroad Company, a description of which lands, by metes and bounds, is hereto annexed and designated "Schedule A."

That the lands—the location, area and dimensions of which are shown on said map and a description of which is contained in "Schedule A," hereto annexed—are necessary and required by your petitioner for railroad purposes and for the purpose of constructing thereon a roadbed and additional tracks so as to enable your petitioner to improve the service to be rendered to the traveling public on the lines of railroad owned or leased by your petitioner.

That said map has been prepared and is submitted herewith, in pursuance of the provisions of chapter 615 of the Laws of 1906, and approval of said map is requested under authority conferred upon the Board of Estimate and Apportionment by said act.

Wherefore, your petitioner prays that said map be approved and that such approval be evidenced by the adoption of a resolution in the form indorsed upon said map, duly certified by the Mayor and the Secretary of the Board of Estimate and Apportionment, and that the said Board inform your petitioner of the terms and conditions upon which the said lands so described in said "Schedule A" may be granted and conveyed in fee to your petitioner.

Dated New York, October 11, 1906.

THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY,

By W. H. NEWMAN, President.

SCHEDULE A.

All those two (2) certain pieces or parcels of land situate in the Town of South East, County of Putnam and State of New York, bounded and described as follows:

Parcel No. 1.

Beginning at the southwesterly corner of that parcel of land formerly of Nehemiah Reynolds, title to which was vested in fee simple in the New York and Harlem Railroad Company by a final order of the Supreme Court of the State of New York, and in the division line between land formerly of said Nehemiah Reynolds and land formerly of Stebbins B. Quick, distant northwesterly thirty (30) feet radially from the centre line of original location of the New York and Harlem Railroad, as said centre line is now marked by stone monuments set in the ground; and running thence westerly along said division line thirty-two (32) feet, more or less, to a point distant sixty (60) feet radially from said centre line; thence northeasterly by a curve to the right with a radius of two thousand four hundred and seventy (2,470) feet, concentric with said centre line, four hundred and ninety (490) feet, more or less, to the division line between land of The City of New York and land of the Croton Magnetic Iron Mines; thence continuing northeasterly along said last above-mentioned division line two hundred and thirty-one (231) feet, more or less, to the northwesterly line of said parcel of land, title to which was vested as aforesaid; thence southwesterly along the northwesterly line of said parcel of land, title to which was vested as aforesaid, seven hundred and one (701) feet, more or less, to the place of beginning; containing thirty-seven hundredths (0.37) acres of land, more or less.

Parcel No. 2.

Beginning at a point in the southeasterly line of said parcel of land, title to which was vested as aforesaid, and in the division line between land formerly of said Nehemiah Reynolds, and land formerly of Prudence King; and running thence southeasterly along said division line sixty-seven (67) feet, more or less, to a point distant southeasterly one hundred (100) feet at right angles from the centre line of original location of the New York and Harlem Railroad, as said centre line is now marked by stone monuments set in the ground; thence southwesterly parallel with said centre line two hundred and fifty (250) feet, more or less, to a point opposite an iron monument inscribed "P. T." set at Station 2675 plus 37.8 of said centre line; thence continuing southwesterly by a curve to the left with a radius of two thousand seven hundred and sixty-four and ninety-three hundredths (2,764.93) feet, concentric with and distant one hundred (100) feet radially from said centre line, two hundred and thirty (230) feet, more or less, to a point opposite Station 2673 plus 00 of said centre line; thence northwesterly, radially to said centre line, twenty (20) feet to a point distant eighty (80) feet radially from said centre line; thence southwesterly by a curve to the left with a radius of two thousand seven hundred and eighty-four and ninety-three hundredths (2,784.93) feet, concentric with said centre line, four hundred and sixty-four (464) feet, more or less, to a point opposite a stone monument inscribed "P. C." set at Station 2668 plus 19.88 of said centre line; thence continuing southwesterly parallel with and distant eighty (80) feet at right angles from said centre line three hundred and nineteen and eighty-eight hundredths (319.88) feet to a point opposite Station 2665 plus 00 of said centre line; thence southeasterly at right angles to said centre line fifteen (15) feet to a point distant ninety-five (95) feet at right angles from said centre line fifteen (15) feet to a point distant eighty (80) feet at right angles from said centre line; thence southwesterly parallel with said centre line four hundred (400) feet to a point opposite Station 2661 plus 00 of said centre line; thence northwesterly at right angles to said centre line fifteen (15) feet to a point distant eighty (80) feet at right angles from said centre line; thence southwesterly parallel with said centre line four hundred (400) feet to a point opposite Station 2661 plus 00 of said centre line; thence northwesterly at right angles to said centre line fifteen (15) feet to a point distant eighty (80) feet at right angles from said centre line; thence southwesterly parallel with said centre line eight hundred and ninety-four and three-tenths (894.3) feet, more or less, to the westerly side of a lane and the division line between land of The City of New York and land formerly of Sarah L. Tompkins; thence northerly and northeasterly along the westerly and northwesterly side of said lane two hundred and sixteen (216) feet, more or less, to an angle in said division line; thence northwesterly continuing along said last above-mentioned division line thirty-three (33) feet, more or less, to the southeasterly line of said parcel of land, title to which was vested as aforesaid; thence northeasterly along the southeasterly line of said parcel of land, title to which was vested as aforesaid, two thousand three hundred and forty-seven (2,347) feet, more or less, to the place of beginning; containing three and twenty-six hundredths (3.26) acres of land, more or less.

Said above-described premises being shown by yellow shading on the plot thereof hereto attached, which is hereby made a part of this description.

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

The petition of the New York Central and Hudson River Railroad Company respectfully shows:

That your petitioner is the lessee of that portion of the New York and Harlem Railroad extending from at or near Forty-second street, in the Borough of Manhattan, New York City, N. Y., to Chatham, in the State of New York.

That your petitioner has prepared and herewith submits to the Board of Estimate and Apportionment, for its approval, a map showing the location, area and dimensions of certain strips or parcels of land held by The City of New York for the purposes of the Department of Water Supply, Gas and Electricity, and situated in the County of Putnam and State of New York, and which are contiguous to the right of way of the New York and Harlem Railroad Company, a description of which lands, by metes and bounds, is hereto annexed and designated "Schedule A."

That the lands—the location, area and dimensions of which are shown on said map, and a description of which is contained in "Schedule A," hereto annexed—are necessary and required by your petitioner for railroad purposes, and for the purpose of constructing thereon a roadbed and additional tracks so as to enable your petitioner to improve the service to be rendered to the traveling public on the lines of railroad owned or leased by your petitioner.

That said map has been prepared and is submitted herewith in pursuance of the provisions of chapter 615 of the Laws of 1906, and approval of said map is requested under authority conferred upon the Board of Estimate and Apportionment by said act.

Wherefore, your petitioner prays that said map be approved and that such approval be evidenced by the adoption of a resolution in the form indorsed upon said map, duly certified by the Mayor and the Secretary of the Board of Estimate and Apportionment.

and that the said Board inform your petitioner of the terms and conditions upon which the said lands so described in said "Schedule A" may be granted and conveyed in fee to your petitioner.

Dated New York, October 11, 1906.

THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY,  
By W. H. NEWMAN, President.

SCHEDULE A.

All that certain piece or parcel of land situate in the Town of Southeast, County of Putnam and State of New York, bounded and described as follows:

Beginning at a point in the southeasterly line of that parcel of land conveyed by James Gregory and wife to the New York and Harlem Railroad Company, by deed dated October 4, 1847, and recorded in the office of the Clerk of Putnam County, in Liber U of deeds at page 91 et seq., distant thirty (30) feet at right angles from a stone monument inscribed P. T., set at Station 2575 plus 07.07 of the centre line of original location of the New York and Harlem Railroad as said centre line is now marked by stone monuments set in the ground; and running thence northeasterly along said southeasterly line of said parcel of land conveyed as aforesaid, and along the southeasterly line of land formerly of Thatcher H. Theall, title to which was vested in fee simple in the New York and Harlem Railroad Company by a final order of the Supreme Court of the State of New York at a term held at the court house in Carmel, in the County of Putnam, March 28, 1848, two thousand eight hundred and ten (2,810) feet, more or less, to the division line between land of The City of New York and land, now or formerly, of Mary W. Jennings; thence easterly along said division line one hundred (100) feet, more or less, to a point distant eighty (80) feet at right angles from said centre line; thence southwesterly parallel with said centre line, nine hundred and ninety (990) feet, more or less, to a point opposite Station 2594 plus 00 of said centre line; thence southeasterly at right angles to said centre line, eighty (80) feet to a point distant one hundred and sixty (160) feet at right angles from said centre line; thence southwesterly parallel with said centre line, one thousand one hundred and fifty (1,150) feet to a point opposite Station 2582 plus 50 of said centre line; thence northwesterly at right angles to said centre line, one hundred (100) feet to a point distant southeasterly sixty (60) feet at right angles from said centre line; thence southwesterly parallel with said centre line, seven hundred and forty-two and ninety-three hundredths (742.93) feet to a point opposite said stone monument inscribed P. T.; thence northwesterly at right angles to said centre line, thirty (30) feet to the place of beginning; containing four and eighty-three hundredths (4.83) acres of land, more or less.

Parcel No. 2.

Also all that certain other piece or parcel of land situate in the Town, County and State aforesaid, bounded and described as follows:

Beginning at a point in the easterly line of that parcel of land formerly of Thatcher H. Theall, title to which was vested in fee simple in the New York and Harlem Railroad Company by a final order of the Supreme Court of the State of New York, at a term held at the court house in Carmel, in the County of Putnam, on the 28th day of March, 1848, said point of beginning being also in the division line between land of The City of New York and land now or formerly of Mary W. Jennings and distant fifty (50) feet radially from the centre line of original location of the New York and Harlem Railroad, as said centre line is now marked by stone monuments set in the ground, and running thence northeasterly along the easterly line of said parcel of land formerly of said Theall eight hundred and fifteen (815) feet, more or less, to a point in the division line between land of said City of New York and land now or formerly of Catherine B. Hobbs, distant seventy-five (75) feet at right angles from said centre line; thence northeasterly along said last above mentioned division line thirty-six (36) feet, more or less, to a point distant one hundred and ten (110) feet at right angles from said centre line; thence southwesterly parallel with said centre line five hundred and three (503) feet, more or less, to a point opposite a stone monument inscribed P. T., set at Station 2619 plus 54.93 of said centre line; thence northwesterly at right angles to said centre line thirty (30) feet to a point distant eighty (80) feet at right angles from said centre line; thence southwesterly by a curve to the right with a radius of one thousand nine hundred and ninety and eight hundredths (1,990.08) feet concentric with said centre line three hundred and twenty-five (325) feet, more or less, to said first above mentioned division line; thence northwesterly along said first above mentioned division line thirty (30) feet to the place of beginning; containing sixty-five hundredths (0.65) acre of land, more or less.

Parcel No. 3.

Also all that certain other piece or parcel of land situate in the Town, County and State aforesaid, bounded and described as follows:

Beginning at a point in the southeasterly line of that parcel of land conveyed by Stebbens B. Quick to the New York and Harlem Railroad Company by warranty dated December 10, 1847, and recorded in the office of the Clerk of Putnam County, in Liber U of Deeds at page 93 et seq., and in the division line between land of The City of New York and land now or formerly of Catherine B. Hobbs, said point of beginning being distant seventy (70) feet radially from the centre line of original location of the New York and Harlem Railroad as said centre line is now marked by stone monuments set in the ground, and running thence northeasterly along the southeasterly line of said parcel of land conveyed as aforesaid by a curve to the right with a radius of two thousand three hundred and forty (2,340) feet, concentric with said centre line five hundred and seventy-four (574) feet, more or less, to the division line between land formerly of said Stebbens B. Quick and land formerly of Nehemiah Reynolds; thence northwesterly along said last above mentioned division line forty (40) feet, more or less, to a point in the southeasterly line of that parcel of land formerly of said Nehemiah Reynolds, title to which was vested in fee simple in the New York and Harlem Railroad Company by a final order of the Supreme Court of the State of New York, at a term held in the court house at Carmel, in the County of Putnam; thence northeasterly along the southeasterly line of said parcel of land formerly of Nehemiah Reynolds, title to which was vested as aforesaid four hundred and ten (410) feet, more or less, to a point in the division line between land of said City of New York and land now or formerly of Sarah L. Tompkins, distant twenty-five (25) feet radially from said centre line; thence easterly along said last above mentioned division line eighty-seven (87) feet, more or less, to a point distant eighty (80) feet radially from said centre line; thence southwesterly by a curve to the left with a radius of two thousand three hundred and thirty (2,330) feet, concentric with said centre line four hundred and two (402) feet, more or less, to a point opposite Station 2646 plus 00 of said centre line; thence southeasterly radially to said centre line thirty (30) feet to a point distant one hundred and ten (110) feet radially from said centre line; thence southwesterly by a curve to the left with a radius of two thousand three hundred (2,300) feet, concentric with said centre line six hundred and ninety-four (694) feet, more or less, to said first above mentioned division line; thence northerly along said first above mentioned division line ninety-four (94) feet, more or less, to the place of beginning; containing one and seventy-one hundredths (1.71) acres of land, more or less.

Parcel No. 4.

Also all that certain other piece or parcel of land situate in the Town, County and State aforesaid, bounded and described as follows:

Beginning at a point in the southeasterly line of that parcel of land conveyed by Prudence King to the New York and Harlem Railroad Company by warranty deed dated April 22, 1848, and recorded in the office of the Clerk of Putnam County in Liber U of Deeds, at page 415, et seq., and in the division line between land of The City of New York and land now or formerly of S. Bloomer, distant forty (40) feet radially from the centre line of original location of the New York and Harlem railroad, as said centre line is now marked by stone monuments set in the ground; and running thence northeasterly along the southeasterly line of said parcel of land conveyed as aforesaid, one hundred and one (101) feet, more or less, to the division line between land of said City of New York and other land now or formerly of S. Bloomer; thence northeasterly along said last above mentioned division line two hundred and ninety (290) feet, more or less, to a point distant one hundred (100) feet at right angles from said centre line; thence southwesterly, parallel with said centre line three hundred and twelve (312) feet, more or less, to a point opposite a stone monument inscribed P. T., set at Station 2684 plus 05.00 of said centre line; thence

continuing southwesterly, by a curve to the right, with a radius of two thousand three hundred and ninety-two and one hundredth (2,392.01) feet, concentric with and distant one hundred (100) feet radially from said centre line two hundred and ninety-four (294) feet, more or less, to said first above mentioned division line; thence northeasterly along said first above mentioned division line two hundred and thirty (230) feet, more or less, to the place of beginning; containing fifty-three hundredths (0.53) acres of land, more or less.

Parcel No. 5.

Also all that certain other piece or parcel of land situate in the town, county and State aforesaid, bounded and described as follows:

Beginning at a point in the southeasterly line of that parcel of land conveyed by Abigail Brundage to the New York and Harlem Railroad Company, by deed dated January 29, 1848, and recorded in the office of the Clerk of Putnam County, in Liber U of Deeds, at page 430, and in the division line between land of The City of New York and land now or formerly of Stebbins B. Quick, distant thirty-five (35) feet radially from the centre line of original location of the New York and Harlem Railroad as said centre line is now marked by stone monuments set in the ground; and running thence easterly, northeasterly and northerly, along the southeasterly line of said parcel of land conveyed as aforesaid, and continuing northerly along the southeasterly line of that parcel of land conveyed by Benjamin Mead to the New York and Harlem Railroad Company by deed dated December 20, 1847, and recorded in the office of the Clerk of Putnam County, in Liber U of Deeds, at page 96, et seq., three thousand (3,000) feet, more or less, to the division line between land formerly of said Benjamin Mead and land formerly of Gilbert Bailey, being also the division line between land of said City of New York and land of the New York and Harlem Railroad Company, said last mentioned point being distant thirty-five (35) feet easterly at right angles from said centre line; thence southerly along said last above mentioned division line ninety-five (95) feet, more or less, to a point distant seventy (70) feet at right angles from said centre line; thence southwesterly, parallel with said centre line fifty-three (53) feet, more or less, to a point opposite a stone monument inscribed P. T., set at Station 2740 plus 83.28 of said centre line; thence southwesterly, by a curve to the right with a radius of one thousand nine hundred and eighty and eight hundredths (1,980.08) feet, concentric with said centre line two hundred and ninety-two (292) feet, more or less, to a point opposite Station 2738 plus 00, of said centre line; thence northwesterly radially to said centre line, ten (10) feet to a point sixty (60) feet radially from said centre line; thence southwesterly by a curve to the right with a radius of one thousand nine hundred and seventy and eight hundredths (1,970.08) feet, concentric with said centre line seven hundred and ninety-six (796) feet, more or less, to a point opposite Station 2730 plus 10, of said centre line; thence southeasterly radially to said centre line twenty (20) feet to a point distant eighty (80) feet radially from said centre line; thence southwesterly by a curve to the right with a radius of one thousand nine hundred and ninety and eight hundredths (1,990.08) feet, concentric with said centre line two hundred and eighteen (218) feet, more or less, to a point opposite Station 2728 plus 00 of said centre line; thence southeasterly radially to said centre line sixty (60) feet to a point distant one hundred and forty (140) feet radially from said centre line; thence southwesterly by a curve to the right with a radius of two thousand and fifty and eight hundredths (2,050.08) feet, concentric with said centre line one hundred and seventy-five (175) feet, more or less, to a point opposite a stone monument inscribed P. C., set at Station 2726 plus 51.89 of said centre line; thence continuing southwesterly parallel with said centre line three hundred and fifty-three and eighty-five hundredths (353.85) feet to a point opposite a stone monument inscribed P. T., set at Station 2722 plus 98.04 of said centre line; thus continuing southwesterly by a curve to the right with a radius of two thousand and fifty and eight hundredths (2,050.08) feet, concentric with and distant one hundred and forty (140) feet radially from said centre line three hundred and fifty-five (355) feet, more or less, to a point opposite Station 2719 plus 67.59 of said centre line; thence northwesterly radially to said centre line sixty (60) feet to a point distant southeasterly eighty (80) feet radially from said centre line; thence continuing southwesterly by a curve to the right with a radius of one thousand nine hundred and ninety and eight hundredths (1,990.08) feet, concentric with the said centre line seven hundred and fifty (750) feet, more or less, to said first above mentioned division line forty-six (46) feet, more or less, to the place of beginning; containing three and four-tenths (3.4) acres of land, more or less.

Said above described premises being marked Parcels Nos. 4 to 8, both inclusive, respectively, and shown by yellow shading on the plots thereof hereto attached, which are hereby made a part of this description.

REPORT NO. 7.

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

April 25, 1907.

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

SIR.—Under date of January 23, 1907, the New York Central and Hudson River Railroad Company, through its general counsel, Mr. Albert H. Harris, submitted to the Board of Estimate and Apportionment three sets of tracings, each in quintuplicate, two of the sets showing land held by The City of New York for the purpose of the Aqueduct Commission in Westchester and Putnam counties, respectively, and the third set showing lands held by the Department of Water Supply, Gas and Electricity in Putnam County, together with three petitions, each signed by President W. H. Newman, requesting that the tracings be approved by the Board and that the Board advise the company as to the terms and conditions upon which the said lands shown on these drawings may be granted and conveyed in fee to the New York Central and Hudson River Railroad Company.

These plans have been prepared and the petitions have been submitted in accordance with the provisions of chapter 615 of the Laws of 1906. This act authorizes The City of New York, through the Board of Estimate and Apportionment, to grant and convey to the New York and Harlem Railroad Company and to the New York Central and Hudson River Railroad Company, for such consideration and upon such conditions as the Board may deem proper, such strips or parcels of land now held or which may hereafter be acquired, or such rights or easements in such strips or parcels as may be needed for the corporate purposes of the railroad companies, provided the strips or parcels are within the area shown upon certain maps referred to in the act. The railroad company has followed the procedure outlined in the act of reference, having secured the written approval of the Aqueduct Commission to the maps showing land now held by the Commission, and of the Commissioner of Water Supply, Gas and Electricity to the maps of land now held by the department of which he is the head.

Your Engineer has conferred with representatives of the Aqueduct Commission and of the Department of Water Supply, Gas and Electricity, and finds that the parcels for which application is made are included in the land shown upon the maps referred to in the statute. These departments have also been consulted as to the provisions which in their judgment should be inserted in any grant made to the railroad company. An effort has been made to determine the value of these lands, but it is difficult to do so. The average cost per acre of lands acquired by the Department of Water Supply, Gas and Electricity in quite large tracts appears to vary from \$941 to \$1,916. I have no definite information as to the cost of lands acquired for purposes of the Aqueduct Commission.

There would seem to be no objection to the granting of the lands applied for to the railroad company, and it is quite apparent that they are needed by the company for railroad purposes. I beg to recommend that such grants as may be made of land under the control of the Department of Water Supply, Gas and Electricity provide that no nuisances shall be created that might tend to pollute the water supply from the east branch of the Croton Reservoir, for the sanitary protection of which this land was originally acquired; also that in any grant which may be made of lands now under the control of the Aqueduct Commissioners the following stipulations be inserted:

That the railroad company shall pay the expense of increasing the length of the culvert on the present railroad right-of-way across a channel near the present highway crossing at the southerly end of the parcel which the railroad company asks to have conveyed to it, designated as Parcel 1 on the map of the lands in the Town of Southeast, Putnam County, for the building of which bridge for the full width of

the present right-of-way a contract has already been made by the Aqueduct Commission.

Also that the railroad company shall grant to The City of New York an easement to lay and maintain any pipe, main, conduit, channel, sewer or drain on and along the southeasterly side of the land in the Town of Southeast, Putnam County, which the railroad company asks to have conveyed to it, whenever The City of New York may find it necessary or desirable to build such pipe, main, conduit, channel, sewer or drain.

Also that the railroad company shall agree to create or maintain no nuisance over or on its present right-of-way, or on the additional right-of-way which it seeks to acquire, which might tend to pollute the water supply of The City of New York.

I beg to recommend that the Board by resolution approve the plans which have been submitted, a proper resolution of approval having also been placed upon the tracings, but that the resolution be not certified until agreements in proper form shall have been executed by the railroad company including the stipulations above suggested and also fixing the amounts which are to be paid to the City.

I would further recommend that the Corporation Counsel be requested to prepare such agreements, and that the Comptroller be requested to report to the Board as to the proper compensation which the City should receive for the land which the railroad company seeks to acquire.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The following resolution was offered:

Resolved, That the map or plan showing the location, area and dimensions of the strips or parcels of land situated in the County of Putnam, between Cross street, at Croton Falls, N. Y., and Carmel avenue, at Brewster, N. Y., which are necessary or required for the corporate purposes of the New York and Harlem Railroad Company, and the New York Central and Hudson River Railroad Company, as lessee of the New York and Harlem Railroad, and for the purpose of improving the service rendered to the public, approved, by an indorsement thereon, by the Aqueduct Commissioners of The City of New York, and prepared and submitted by the New York Central and Hudson River Railroad Company to the said Board of Estimate and Apportionment of The City of New York, for its approval, on the 10th day of May, 1907, in pursuance of chapter 615 of the Laws of 1906, be and the same is hereby approved.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

The following resolution was offered:

Resolved, That the map or plan showing the location, area and dimensions of the strips or parcels of land situated in the County of Westchester, between Cross street, at Croton Falls, N. Y., and Carmel avenue, at Brewster, N. Y., which are necessary or required for the corporate purposes of the New York and Harlem Railroad Company, and the New York Central and Hudson River Railroad Company, as lessee of the New York and Harlem Railroad, and for the purpose of improving the service rendered to the public, approved, by an indorsement thereon, by the Aqueduct Commissioners of The City of New York, and prepared and submitted by the New York Central and Hudson River Railroad Company to the said Board of Estimate and Apportionment of The City of New York, for its approval, on the 10th day of May, 1907, in pursuance of chapter 615 of the Laws of 1906, be and the same is hereby approved.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

The following resolution was offered:

Resolved, That the map or plan showing the location, area and dimensions of the strips or parcels of land situated in the County of Putnam, between Cross street, at Croton Falls, N. Y., and Carmel avenue, at Brewster, N. Y., which are necessary or required for the corporate purposes of the New York and Harlem Railroad Company, and the New York Central and Hudson River Railroad Company, as lessee of the New York and Harlem Railroad, and for the purpose of improving the service rendered to the public, approved, by an indorsement thereon, by the Commissioner of the Department of Water Supply, Gas and Electricity of The City of New York and prepared and submitted by the New York Central and Hudson River Railroad Company to the said Board of Estimate and Apportionment of The City of New York for its approval on the 10th day of May, 1907, in pursuance of chapter 615 of the Laws of 1906, be and the same is hereby approved.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

The following resolution was offered:

Resolved, That the Corporation Counsel be requested to prepare the necessary agreements with the New York Central and Hudson River Railroad Company and The City of New York, granting and conveying to said company certain lands located in Westchester and Putnam counties, N. Y., in accordance with the provisions of chapter 615, Laws of 1906, inserting therein the stipulations suggested in the report of the Chief Engineer of the Board, or other stipulations which, in his judgment, are necessary to protect the interests of the City, and that the Comptroller be requested to report to the Board as to the proper compensation the City should receive for the land which the said railroad company seeks to acquire.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

The Secretary presented a resolution of the Board of Aldermen recommending to the Rapid Transit Commissioners and the Board of Estimate that in letting contracts for the proposed new subways all propositions be rejected with the exception of those made for construction alone, so that the City may lease said subways after their completion when their true value is known, or the City operate the subways, etc.

Which was referred to the Chief Engineer of the Board.

The Secretary presented a communication from Remington & Sherman Company submitting bill amounting to \$12,836.92 for work done and not included in their contract for the construction of the Hall of Records building.

Which was referred to the Comptroller.

The Secretary presented the following communication from the Secretary, Board of Water Supply, requesting authority to expend \$3,000 of the moneys heretofore appropriated, to defray expenses incident to the ceremonies proposed to be held in connection with the beginning of the work on the Peekskill division of the new water supply system of The City of New York:

BOARD OF WATER SUPPLY,  
No. 299 BROADWAY,  
NEW YORK, April 24, 1907.

JOSEPH HAAG, Esq., Secretary, Board of Estimate and Apportionment.

DEAR SIR—I send herewith proposed resolution allowing the Board of Water Supply to spend a sum of money not exceeding \$3,000 for expenses to be incurred in connection with the ceremonies attending the commencement of work under our first contract.

I would be greatly obliged to you if you would be good enough to have the matter brought before the meeting of the Board of Estimate on Friday of this week.

Yours respectfully,

BOARD OF WATER SUPPLY,  
Per THOS. HASSETT, Secretary.

The following resolution was offered:

Resolved, That for the purpose of defraying the expenses incident to the ceremonies proposed to be held in connection with the beginning of the work on the Peekskill Division of the New Water Supply System, the Board of Water Supply may, by a requisition, draw upon the Comptroller for a sum not exceeding three thousand dollars (\$3,000) from the funds available in his hand from the sale of Corporate Stock for the use of the said Board of Water Supply, heretofore authorized.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—13.

Negative—The President of the Board of Aldermen—3.

The Secretary presented a communication from the President, Borough of The Bronx, recommending that necessary steps be taken to provide for the construction of a bridge between Ferry Point, in the Borough of The Bronx, and Whitestone, in the Borough of Queens.

Which was referred to the Comptroller and to the Commissioner of Bridges.

The Secretary presented the following communication from the Chairman, Executive Committee, the New York Public Library, Astor, Lenox and Tilden Foundations, submitting fifth detailed report showing transactions for the year ending December 31, 1906, in accordance with agreement entered into between the City and said library, under date of July 17, 1901.

Which was referred to the Comptroller and ordered printed in the minutes.

THE NEW YORK PUBLIC LIBRARY,  
ASTOR, LENOX AND TILDEN FOUNDATIONS,  
May 1, 1907.

Hon. GEORGE B. McCLELLAN, Mayor of The City of New York:

SIR—In accordance with the provisions of an agreement entered into between The City of New York and the New York Public Library—Astor, Lenox and Tilden Foundations—relative to the gift by Andrew Carnegie of free circulating library buildings, bearing date July 17, 1901, and particularly in accordance with the provisions of article tenth of the said agreement, I have the honor to submit herewith the fifth detailed report of the Trustees of the New York Public Library, showing the transactions of the Trustees for the year ending December 31, 1906.

I.

As shown by the previous report, dated May 1, 1906, twenty-four sites for library buildings had been acquired in the Boroughs of Manhattan, The Bronx and Richmond, and buildings had been erected on fifteen of these sites prior to December 31, 1905.

During the calendar year 1906, buildings have been under construction upon the other nine of these sites. Four of these buildings were completed and opened to the public during the year 1906; one building was completed and opened to the public early in January, 1907, and at this date buildings are completed and ready to be opened on the other four of these sites.

Seven additional sites were acquired in 1906, and building operations are at the present time under way on all of these sites. Thirty-one sites for library buildings have thus been acquired in the Boroughs of Manhattan, The Bronx and Richmond during the five years and a half which have elapsed since the contract relative to this gift was entered into.

At the present time twenty buildings are open to the public and four buildings will soon be opened. Building operations are under way on seven additional sites.

The following tables ("A" and "B") show the condition of building operations during the calendar year 1906 upon sites acquired prior to that date and also upon sites acquired during that year.

#### TABLE "A."

Table showing building operations during the calendar year 1906 upon sites acquired prior to January 1, 1906:

#### BOROUGH OF MANHATTAN.

1. Nos. 444 and 446 Amsterdam avenue. Opened to public, March 26, 1906.
2. Nos. 209 and 211 West Twenty-third street. Opened to the public, February 19, 1906.
3. Nos. 66 and 68 Leroy street. Opened to the public, January 24, 1906.
4. Nos. 1456 and 1457 Avenue A. Opened to the public, October 24, 1906.
5. Nos. 503 and 505 West One Hundred and Forty-fifth street. Opened to the public, January 8, 1907.
6. Nos. 228 to 232 East Twenty-third street. Ready to be opened.
7. Nos. 121 to 127 East Fifty-eighth street. Ready to be opened.
8. Stuyvesant and Hyatt streets, St. George, Staten Island. Ready to be opened.
9. Canal and Brook street, Stapleton, Staten Island. Ready to be opened.

#### TABLE "B."

Table showing building operations at this date upon seven sites acquired during 1906:

#### BOROUGH OF MANHATTAN.

1. Nos. 303 and 305 East Thirty-sixth street. Under construction.
2. Nos. 388 to 392 East Houston street and Nos. 279 to 283 East Second street. Under construction.
3. Nos. 742 and 744 Tenth avenue. Under construction.
4. Nos. 201 and 203 West One Hundred and Fifteenth street. Under construction.
5. Nos. 9 and 11 West One Hundred and Twenty-fourth street. Plans being prepared.

#### BOROUGH OF THE BRONX.

6. Woodycrest and Shakespeare avenues and One Hundred and Sixty-eighth street West, High Bridge. Under construction.
7. Nos. 1280 to 1292 Franklin avenue. Plans being prepared.

During the year 1906 there were circulated for home use nearly five million books from the circulating libraries conducted by this corporation. Over eight hundred thousand persons used the reading rooms. The sum of \$425,179.88 was expended for maintenance, of which \$411,359.26 was contributed by the City, and the balance was expended from State and other contributions and from the income of the corporation. Detailed reports with regard to these expenditures have been forwarded to the Comptroller of The City of New York.

The stock of books in the circulating libraries of December 31, 1906, consisted of 570,780 volumes.

The following table ("C") shows the circulation for home use from the various libraries, the number of readers, the attendance in the reading rooms and the number of volumes in the various branch libraries as of December 31, 1906. This table includes all of the branch libraries conducted by this corporation, the branches conducted in the library buildings constructed under the Carnegie gift being classed separately. Additional details appear in the several reports of the corporations heretofore published.

TABLE "C."  
Circulation Statistics for the Calendar Year 1906.

Branches.	Circulation.		Readers in Reading Room.	Number of Volumes in Library December 31, 1906.
	Home Use (Volumes).	Hall Use (Readers).		
<b>Manhattan.</b>				
*No. 33 East Broadway.....	155,677	12,252	33,079	14,361
No. 197 East Broadway.....	246,670	30,946	.....	31,291
*No. 61 Rivington street.....	206,650	84,899	136,367	15,668
No. 49 Bond street.....	102,639	9,619	46,243	16,904
*No. 66 Leroy street.....	95,501	42,607	53,929	10,343
No. 135 Eighth street, near Second avenue..	184,893	21,210	47,222	27,897
*No. 331 East Tenth street.....	192,674	43,933	36,474	15,753
No. 251 West Thirteenth street.....	106,526	15,363	16,089	22,654
No. 230 East Twenty-second street.....	25,499	184	.....	3,593
*No. 209 West Twenty-third street.....	123,053	42,790	.....	14,161
No. 215 East Thirty-fourth street.....	76,591	28,043	.....	7,928
No. 501 West Fortieth street.....	41,241	.....	.....	3,766
No. 226 West Forty-second street.....	129,519	14,494	.....	26,730
No. 123 East Fiftieth street.....	56,399	5,669	4,712	8,781
No. 463 West Fifty-first street.....	59,650	3,343	5,200	5,639
No. 113 East Fifty-ninth street.....	114,400	9,297	32,778	27,829
*No. 328 East Sixty-seventh street.....	120,550	10,148	28,814	14,640
*No. 190 Sixty-ninth street, near Amsterdam avenue .....	126,475	9,561	53,286	13,462
Traveling .....	587,343	.....	.....	37,227
*No. 1465 Seventy-seventh street, near Avenue A .....	99,154	6,886	6,689	19,842
*No. 222 East Seventy-ninth street.....	225,160	26,937	64,395	19,326
*No. 444 Eighty-first street, near Amsterdam avenue .....	133,936	26,445	27,399	19,125
Blind .....	9,669	.....	.....	3,223
No. 536 Eighty-sixth street, near Amsterdam avenue .....	82,697	5,166	17,292	20,642
*No. 112 East Ninety-sixth street.....	242,963	16,748	24,072	14,535
No. 206 West One Hundredth street.....	167,733	21,566	19,903	18,378
*No. 174 East One Hundred and Tenth street.....	202,368	30,089	24,588	18,671
No. 32 West One Hundred and Twenty-third street .....	109,354	6,854	23,983	19,681
*No. 224 East One Hundred and Twenty-fifth street .....	113,802	17,506	11,501	17,933
*No. 103 West One Hundred and Thirty-fifth street .....	206,628	9,174	29,666	12,619
No. 922 One Hundred and Fifty-sixth street, near St. Nicholas avenue.....	99,761	25,778	1,144	21,296
<b>The Bronx.</b>				
*No. 569 East One Hundred and Fortieth street .....	213,980	10,874	34,087	13,615
*One Hundred and Seventy-sixth street and Washington avenue .....	187,587	3,781	20,838	13,625
*No. 2933 Kingsbridge avenue.....	24,478	22,986	.....	6,507
<b>Richmond.</b>				
*Tottenville .....	28,287	9,035	.....	6,054
*Port Richmond .....	73,571	4,043	7,539	7,090
<b>Totals.....</b>	<b>4,973,078</b>	<b>628,176</b>	<b>807,289</b>	<b>570,789</b>

\* Occupying new buildings erected under the Carnegie gift.

Respectfully yours,

JOHN L. CADWALADER, Chairman, Executive Committee.

The Secretary presented a communication requesting the establishment of the position of Telephone Operator, at \$750 per annum, for one incumbent, in the office of the Board of Estimate; also authority to appoint an Office Boy in the office of the Secretary at \$300 per annum.

Which was referred to the Select Committee consisting of the Comptroller and the President, Board of Aldermen.

The Secretary presented the following communication from the Chief Engineer of the Board of Estimate, requesting that the Secretary be authorized to appoint one (1) Assistant Engineer, at a salary of \$2,550 per annum; one (1) Topographical Draughtsman, at a salary of \$1,500 per annum, and one (1) Stenographer and Typewriter, at a salary of \$1,050 per annum, all to be assigned to the office of the Chief Engineer:

BOARD OF ESTIMATE AND APPORTIONMENT,  
OFFICE OF THE CHIEF ENGINEER,  
May 7, 1907.

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

SIR—In order to care for the large and increasing amount of work in this office it is necessary to make some addition to its staff, and I respectfully request that the Secretary of the Board be authorized to make the following appointments:

One Assistant Engineer, at a salary of \$2,550 per annum; one Topographical Draughtsman, at a salary of \$1,500 per annum, and one Stenographer and Typewriter, at a salary of \$1,050 per annum; all of which grades already exist.

While a Stenographer and Typewriter was appointed quite recently, it has been necessary for me to use the entire time of one of the Stenographers, leaving but one for the work of the Division of Public Improvements, which work is so extensive that it cannot be handled by one man.

The addition to the technical staff is necessary, as the present work of the office is very much behind.

A resolution authorizing these appointments is herewith submitted.

Respectfully,

NELSON P. LEWIS, Chief Engineer.

The Comptroller, on behalf of the Select Committee on Salaries and Grades, offered the following resolution:

Resolved, That the Secretary be and he hereby is authorized to make the following appointments, namely:

One (1) Assistant Engineer, \$2,550 per annum; one (1) Topographical Draughtsman, \$1,500 per annum; one (1) Stenographer and Typewriter, \$1,050 per annum; to be assigned to the office of the Chief Engineer.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

The Secretary presented a communication from the President, Borough of The Bronx, requesting an appropriation of \$20,000 to provide means for the cost and expense of repairing the Whitlock avenue sewer, near Bancroft street, The Bronx.

Which was referred to the Comptroller.

The Secretary presented a communication from the Commissioner of Bridges relative to the institution of condemnation proceedings for the acquisition of the block bounded by East Fifty-ninth and East Sixtieth streets, Second and Third avenues, Manhattan, required for approach to the Blackwell's Island Bridge.

Which was referred to the Comptroller.

The Secretary presented a communication from Clerk, Court of General Sessions of the Peace, New York County, transmitting copy of presentment of Grand Jury, New York County (April Term), relative to the condition of the Tombs, the buildings on Randall's Island and Blackwell's Island, also requesting that the Mayor, the District Attorney and the members of the Board of Estimate visit said islands for the purpose of seeing the conditions as they exist.

Which was referred to a Select Committee consisting of the Comptroller and the President, Board of Aldermen.

The Secretary presented the following communication from the President, Borough of Queens, relative to an additional appropriation of \$200,000 for the rebuilding of the Queens County Court House, Long Island City; also report of the Comptroller recommending the issue of \$200,000 Corporate Stock for this purpose.

THE CITY OF NEW YORK,  
OFFICE OF THE PRESIDENT OF THE BOROUGH OF QUEENS,  
LONG ISLAND CITY, April 29, 1907.

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

DEAR SIR—On May 25, 1906, Corporate Stock was allowed the President of the Borough of Queens in the sum of \$250,000 for the purpose of rebuilding the Queens County Court House at Long Island City, which was based on plans and specifications prepared by the Architect employed by the President.

After the bond issue had been passed certain changes were made necessary, which changes, together with the increase in the cost of various materials required in the construction, brought the cost of the completed building considerably in excess of the amount available. The specifications were, therefore, revised and the contract was finally awarded to cover the rebuilding of the exterior alone at a price which covered the amount available.

At a meeting of the Board of Estimate the matter of bond issue to complete this building was referred to a Special Committee composed of the undersigned and has been thoroughly discussed by the Engineer of the Department of Finance and the Architect of the building.

After mature consideration, we find that an additional sum of \$200,000 will be required to complete the building, and we, therefore, recommend the issue of Corporate Stock in that sum for the use of the President of the Borough of Queens in completing this building.

Respectfully,

Comptroller of The City of New York.

JOSEPH BERMEL,

President of the Borough of Queens.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTRROLLER'S OFFICE,

May 2, 1907.

HON. HERMAN A. METZ, Comptroller:

SIR—Hon. Joseph Bermel, President of the Borough of Queens, in communication under date of April 29, 1907, requests the Board of Estimate and Apportionment to authorize an additional issue of Corporate Stock in the sum of \$200,000 for the completion of the Queens County Court-house, at Long Island City, Borough of Queens. I would report:

On May 25, 1906, the Board of Estimate and Apportionment appropriated \$250,000 to carry on and complete this work, that amount being President Bermel's full estimate of the entire cost.

The plans and specifications prepared for the work were in my judgment, much more elaborate and decorative than the circumstances warranted, but the work was advertised, bids were opened on February 21, 1907, and the contract for the shell of the building was awarded at \$237,000, leaving practically nothing of the original appropriation for the completion of the building.

Since the City is committed to the project, there would seem to be no other course than to proceed to finish and fit the building for occupancy.

The architect estimates the additional amount required to be \$200,000, and my examination of the plans and specifications leads me to think it will cost as much as that, exclusive of proper furnishing.

I therefore recommend that, pursuant to section 47 of the amended Greater New York Charter, the Comptroller be authorized to issue additional Corporate Stock to the amount of \$200,000 for the completion of the rebuilding of the Queens County Court-house, Long Island City, Borough of Queens.

Respectfully,

CHANDLER WITTINGTON, Chief Engineer.

Approved:

H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That, pursuant to the provisions of section 47 of the Greater New York Charter as amended, the Board of Estimate and Apportionment hereby approves of the issue of Corporate Stock of The City of New York, to an amount not exceeding two hundred thousand dollars (\$200,000), for the purpose of providing means for the completion of the rebuilding of the Queens County Court-house, Long Island City, Borough of Queens, and that when authority therefor shall have been obtained from the Board of Aldermen, the Comptroller is authorized to issue Corporate Stock of The City of New York, in the manner provided by section 169 of the Greater New York Charter, to an amount not exceeding two hundred thousand dollars (\$200,000), in addition to the amount heretofore authorized, the proceeds whereof to be applied to the purposes aforesaid.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

The Secretary presented a report from the Comptroller, to whom on April 5, 1907, was referred the request of the Commissioners of Parks, boroughs of Manhattan and Richmond, for an appropriation of \$3,000 by an issue of Revenue Bonds, or otherwise, for the purpose of cleaning, repairing and putting in proper condition the Soldiers and Sailors' Monument in Riverside Park, Borough of Manhattan.

The report recommends that the request be denied, and that the commission be required to have the cost of the work charged to the regular appropriation maintenance accounts for the year 1907.

Which was laid over.

The Secretary presented a report of the Comptroller, to whom, on April 12, 1907, was referred the request of the President, Borough of The Bronx, for an issue of \$140,000 Corporate Stock for the purchase by contract of broken stone and screenings, and for labor of laying the same on the streets in the Borough of The Bronx.

The report states that, in the opinion of the Comptroller, proceeds of long term bonds (Corporate Stock) should not be used for the purposes suggested on dirt roads, but the maintenance of the same should be provided for in the annual budget.

By unanimous consent, the President of the Borough of The Bronx thereupon withdrew his application.

The Secretary presented the following communication from the President, Borough of Brooklyn, and report of the Comptroller, to whom, on May 3, 1907, was referred said communication requesting authority to accept the bid of George Petitjean, at \$5,800, for furnishing labor and material for painting, graining, varnishing and whitewashing Borough Hall, Brooklyn, being other than the lowest bid:

THE CITY OF NEW YORK,  
OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN,  
BROOKLYN, April 30, 1907.

*To the Honorable Board of Estimate and Apportionment:*

GENTLEMEN—I forward to you herewith communication addressed to me by the Commissioner of Public Works on April 29, relative to the contract for furnishing labor and material for painting, graining, varnishing and whitewashing Borough Hall. Your Board has already acted on this matter, having adopted a resolution on April 5 authorizing me to accept other than the lowest bidder.

As the Commissioner's communication states, an effort has been made to get other bidders to accept the contract, but they have objected for reasons given, with the exception of George Petitjean, whose bid was \$5,800.

In view of the statement made by the Commissioner, I would request your Board to adopt a resolution authorizing the President of the Borough of Brooklyn to accept the bid of George Petitjean at \$5,800 on the contract for furnishing labor and material for painting, graining, varnishing and whitewashing Borough Hall.

Yours truly,

BIRD S. COLER,  
President of the Borough of Brooklyn.

THE CITY OF NEW YORK,  
OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN,  
BROOKLYN, April 29, 1907.

*Hon. Bird S. Coler, President, Borough of Brooklyn:*

DEAR SIR—I am directed by the Commissioner to request you to secure from the Board of Estimate and Apportionment the right for him to award to George Petitjean the contract for furnishing labor and material for painting, graining, varnishing and whitewashing Borough Hall, as advertised and bid for in January last.

At the time of the opening of the bids, Charles L. Dooley was found to be the lowest bidder, he bidding \$2,988 to do the work. When called upon to qualify to do the work, as he had bid, Mr. Dooley stated that he would be unable to carry out his contract, as he had made a mistake in his bid. These facts were brought to your attention at the time and you had the Board of Estimate and Apportionment pass a resolution on April 5 authorizing you to accept other than the lowest bidder for awarding the contract for painting, etc., the Borough Hall, Brooklyn.

Superintendent Lawrence states that he has taken the matter up with a number of the other bidders, but they decline to do the work on the ground that since the time the bids were opened the prices of labor and materials have considerably increased, and they do not think it fair to ask them to do the work at the same price they bid last January.

George Petitjean, whose bid was \$5,800, has stated that he would do the work for the sum mentioned, if the contract was awarded to him. Mr. Petitjean has done considerable work in this borough, and the class and character of the work has always been of the very best, and the Commissioner feels sure that we will get a good piece of work if the contract is given to him.

For the reasons above stated will you therefore please take the necessary steps to have the Board of Estimate and Apportionment grant us permission to award the contract to George Petitjean.

Respectfully yours,

JOHN MULLER, Secretary.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
May 6, 1907.

*Hon. Herman A. Metz, Comptroller:*

SIR—Hon. Bird S. Coler, President of the Borough of Brooklyn, in communication under date of April 30, 1907, to the Board of Estimate and Apportionment, requests authority to accept the bid of George Petitjean at \$5,800, for furnishing labor and material for painting, graining, varnishing and whitewashing Borough Hall, Borough of Brooklyn, said being other than the lowest bid received. I would report:

In communication of March 6, 1907, the President stated that he was informed that the lowest of the bids, that of Christopher Dooley, received and opened on January 16, 1907, is inadequate, owing to an accidental error on the part of the person employed by the Contractor to make the estimate.

The cost of the work, as estimated by the Bureau of Public Buildings and Supplies, is \$5,900. The bids received for the work were:

Christopher L. Dooley	\$2,988 00
Rubin, Solomon & Son	3,990 00
Louis Wechsler	4,480 00
S. Desowitz	4,489 00
S. Bassel & D. Spiegel	4,555 00
Tice & Potter	4,700 00
Neptune B. Smyth	4,900 00
John Doyle's Son	5,207 00
Samuel Weiss	5,265 00
Edward Theriault	5,384 00
Charles H. Rabe	5,442 00
J. M. Knopp	5,694 00
William F. Schmelzle	5,700 00
George Petitjean	5,800 00
J. P. Hansen	5,860 00
Wm. Flanagan & Co.	6,261 00
Jos. Ryan	6,300 00
Short Bros.	7,000 00
Hahn & O'Reilly	8,430 00

At meeting of the Board of Estimate and Apportionment held April 5, 1907, the President was authorized to accept other than the lowest bid for this work, but from the request of the President it is fair to assume that the resolution was adopted upon the assumption that the next lowest bid, that of Rubin, Solomon & Son, for \$3,990, was to be accepted, and the President now asks the authority to accept the bid of

George Petitjean at \$5,800, being \$2,812 higher than the lowest bid and \$1,810 higher than the second lowest bid, and I am still of the same opinion, as expressed in my report of March 19, 1907, that if the President of the Borough of Brooklyn thinks that it would be a hardship to award the contract to Christopher Dooley and compel him to either forfeit the deposit furnished with his bid or do the work for the price bid, in my opinion the proper procedure would be to reject all bids and readvertise the work.

Respectfully,

CHANDLER WITHERINGTON, Chief Engineer.

Approved:

H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That the request of the President of the Borough of Brooklyn for authority to accept the bid of George Petitjean at fifty-eight hundred dollars (\$5,800) on the contract for furnishing labor and material for painting, graining, varnishing and whitewashing the Borough Hall, Borough of Brooklyn, be and the same is hereby denied.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

The Secretary presented the following communication from the President, Borough of Brooklyn, and report of the Comptroller, to whom, on May 3, 1907, was referred said communication requesting authority to accept the bid of George Petitjean, at \$5,800, for furnishing labor and material for painting, graining, varnishing and whitewashing Borough Hall, Brooklyn, being other than the lowest bid:

THE CITY OF NEW YORK,  
OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN,  
BROOKLYN, April 25, 1907.

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

GENTLEMEN—Some time ago this office, at the request of the Bridge Department, made certain alterations in the construction of sewers in South Fifth street and Driggs avenue. It was understood at this time that the work, while done under the supervision of the Superintendent of Sewers, was to be charged against an appropriation of the Department of Bridges. Since that time, however, the Bridge Department has requested this office to apply to the Board of Estimate and Apportionment for the money expended on this work, which amounts to six thousand dollars. I forward to you herewith, with the request that it be adopted, a form of resolution authorizing the issue of six thousand dollars Corporate Stock. I also forward copy of report of the office of the Commissioner of Public Works relative to the matter.

Yours very truly,

BIRD S. COLER,  
President of the Borough of Brooklyn.

BROOKLYN, April 24, 1907.

*Hon. Bird S. Coler, President, Borough of Brooklyn:*

DEAR SIR—I am directed by the Commissioner to transmit herewith resolution to be forwarded to the Board of Estimate and Apportionment for the issuance of Corporate Stock, to an amount not exceeding six thousand dollars, to be used for the construction of sewers in South Fifth street and in Driggs avenue, necessitated by the approach to the Williamsburg Bridge, Borough of Brooklyn.

In connection with this matter would say the Bridge Department thought it advisable that our Sewer Bureau should have charge of the construction of the sewer work, and requested that we secure this money to meet the cost of improvement.

Respectfully yours,

(Signed) JOHN MULLER, Secretary.

CITY OF NEW YORK—DEPARTMENT OF FINANCE,  
COMPTROLLER'S OFFICE,  
May 7, 1907.

*Hon. Herman A. Metz, Comptroller:*

SIR—Hon. Bird S. Coler, President of the Borough of Brooklyn, in communication under date of April 25, 1907, requests the Board of Estimate and Apportionment to authorize an issue of Corporate Stock, to the amount of \$6,000, to provide means for the construction of sewers in South Fifth street and Driggs avenue, Borough of Brooklyn. I would report:

The necessity for the construction of these sewers arises from the fact that the two sewers formerly located in South Fifth street, between Bedford avenue and the present plaza of the bridge, were removed or made useless at the time the Brooklyn approach to the Williamsburg Bridge was built.

In view of the nature and character of the work to be done, I think the amount asked will probably be needed.

As regards payment of this work from an issue of Corporate Stock, I would state that the work is made necessary entirely on account of the City, and is not being done for the benefit of private individuals. It is therefore only proper that the City should pay for the work.

I would therefore suggest that the Board of Estimate and Apportionment, pursuant to the provisions of sections 169 and 176 of the Greater New York Charter, authorize the Comptroller to issue Corporate Stock, to an amount not exceeding \$6,000, for the purpose of providing means for the construction of a 12-inch pipe sewer in South Fifth street, between Bedford avenue and the Bridge plaza; also for the construction of a 24-inch outlet sewer from the intersection of South Fifth street and Driggs avenue to a large manhole to be built over the 144-inch brick sewer located on the former centre line of South Fifth street; also for the construction of a 15-inch pipe sewer between this large manhole and the centre line of the Williamsburg Bridge; also for the construction and reconnection of a number of catch basins, and for the construction of other appurtenances connected with this sewer, Borough of Brooklyn, and that the Board shall determine that the whole cost and expense for the construction of the above-noted sewers and appurtenances thereto shall be borne and paid for by The City of New York.

Respectfully,

CHANDLER WITHERINGTON, Chief Engineer.

Approved:

H. A. METZ, Comptroller.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby determines that the whole cost and expense shall be borne and paid by The City of New York for the construction of sewers and appurtenances thereto in South Fifth street and Driggs avenue, Borough of Brooklyn.

Resolved, That for the purpose of providing the necessary means therefor, the Comptroller be and is hereby authorized to issue Corporate Stock of The City of New York, pursuant to the provisions of sections 169 and 176 of the Greater New York Charter, to an amount not exceeding six thousand dollars (\$6,000).

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

The Secretary presented a report of the Comptroller, to whom, on April 12, 1907, was referred the communication from the President, Borough of The Bronx, request-

ing authority to award the contract for furnishing and delivering paints, etc., to Mr. Harper, the next lowest bidder.

The report states that in view of the facts in the case, the contract should be awarded to the lowest bidder.

By unanimous consent, the President of the Borough of The Bronx thereupon withdrew his application.

The Secretary presented the following report and resolutions of the Board of Education and report of the Comptroller recommending the acquisition by purchase at \$224,000 of property between the centre line of Monroe street (formerly Woodbine street) and Putnam avenue, and between the westerly side of Irving avenue and a line drawn parallel or nearly so with Knickerbocker avenue, for a playground and school site; \$40,000 to be paid out of the School Building Fund for the property on westerly side of Irving avenue, between northerly side of Madison street and the southerly side of Monroe street (formerly Woodbine street), and the balance, \$184,000, to be paid for the remainder of the plot out of the fund for Playgrounds for the Children of the City, Acquisition and Construction of.

*To the Board of Education:*

The Committee on Sites respectfully reports that it has given careful consideration to a recommendation of the City Superintendent of Schools that a site be acquired for a new school building in the vicinity of Wyckoff avenue and Woodbine street, Borough of Brooklyn. Additional school accommodations are necessary in this vicinity, and your Committee is of the opinion that a plot of land, 200 feet by 200 feet, on the southwesterly line of Irving avenue, running from Woodbine street (proposed) to Madison street (proposed), should be acquired and a building erected thereon. It is the intention to erect a new building on the property mentioned as soon as title thereto is obtained, provided sufficient funds are available therefor.

The following resolutions are submitted for adoption:

Resolved, That the Board of Education hereby selects and determines as a site for school purposes the following described lands and premises on Irving avenue, Woodbine and Madison streets, in Local School Board District No. 36, Borough of Brooklyn, which lands and premises are assessed for the year 1907, with other property, at \$121,500:

Beginning at a point formed by the intersection of the southwesterly line of Irving avenue and with the northwesterly line of Madison street, and running thence southwesterly along the northwesterly line of Madison street two hundred (200) feet; thence northwesterly and parallel with Irving avenue two hundred (200) feet to the southeasterly line of Woodbine street; thence northeasterly along the southeasterly line of Woodbine street two hundred (200) feet to the southwesterly line of Irving avenue; thence southeasterly along the southwesterly line of Irving avenue two hundred (200) feet to the northwesterly line of Madison street, the point or place of beginning, be the said several dimensions more or less, together with all the right, title and interest of the owners of said premises of, in and to the streets in front thereof to the centre thereof,

—and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above described premises at private sale, at a price not exceeding forty thousand dollars (\$40,000), said contracts to be submitted to the Corporation Counsel for his approval as to form.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the action of the Board of Education in the selection for school purposes of the following described premises in the Borough of Brooklyn:

Beginning at a point formed by the intersection of the southwesterly line of Irving avenue and with the northwesterly line of Madison street; and running thence southwesterly along the northwesterly line of Madison street 200 feet, thence northwesterly and parallel with Irving avenue 200 feet to the southeasterly line of Woodbine street, thence northeasterly along the southeasterly line of Woodbine street 200 feet to the southwesterly line of Irving avenue, thence southeasterly along the southwesterly line of Irving avenue 200 feet to the northwesterly line of Madison street, the point or place of beginning, be the said several dimensions more or less, together with all the right, title and interest of the owners of said premises of, in and to the streets in front thereof to the centre thereof,

—and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above described premises at private sale, at a price not exceeding forty thousand dollars (\$40,000), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, The Bronx, Queens and Richmond—14.

Negative—The President of the Borough of Brooklyn—2.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of the selection and location of a playground in the Borough of Brooklyn, bounded and described as follows:

Beginning at a point formed by the intersection of the northerly side of Putnam avenue with the westerly side of Irving avenue; thence northerly along the westerly side of Irving avenue 260 feet; thence westerly parallel with Putnam avenue 200 feet; thence again northerly and parallel with Irving avenue 200 feet; thence easterly and again parallel with Putnam avenue 200 feet to the westerly side of Irving avenue, and thence again northerly along the westerly side of Irving avenue 30 feet to the centre line of Monroe street, now Woodbine street (proposed); thence westerly along the centre line of Woodbine street (proposed) and parallel with Putnam avenue 577 feet, more or less, which point is distant 73 feet easterly from the easterly side of Knickerbocker avenue; thence southerly and parallel, or nearly so, with Knickerbocker avenue to the northerly side of Putnam avenue, which point is distant 96 feet easterly from the corner formed by the intersection of the easterly side of Knickerbocker avenue and the northerly side of Putnam avenue; thence easterly along the northerly side of Putnam avenue 554 feet, more or less, to the point or place of beginning, together with all the right, title and interest of the owners of said premises of, in and to the streets in front thereof to the centre thereof,

—and the Comptroller be and he hereby is authorized to enter into contracts for the acquisition of the above described property at private sale, at a price not exceeding one hundred and eighty-four thousand dollars (\$184,000), said contracts to be submitted to the Corporation Counsel for his approval as to form.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, The Bronx, Queens and Richmond—14.

Negative—The President of the Borough of Brooklyn—2.

The Secretary presented the following resolution of the Board of Aldermen and report of the Select Committee, consisting of the Comptroller and the President, Board of Aldermen, to which, on May 3, 1907, was referred said resolution of the Board of Aldermen, requesting the issue of \$32,760 Special Revenue Bonds, to be applied to the increase in pay of Laborers employed in the different bureaus under the jurisdiction of the President, Borough of The Bronx, at the rate of twenty-five cents a day, from May 1, 1907, to December 31, 1907:

*In the Board of Aldermen.*

Resolved, That the Board of Estimate and Apportionment be and is hereby requested, in pursuance of subdivision 8, section 188, of the Greater New York Charter, to authorize the Comptroller to issue Special Revenue Bonds to the amount of \$32,760, the proceeds whereof to be applied to the President of the Borough of The Bronx in increasing the pay of the Laborers in the different bureaus under his jurisdiction from May 1, 1907, to December 31, 1907, an increase of twenty-five cents per day.

Adopted by the Board of Aldermen April 16, 1907, three-fourths of all the members elected voting in favor thereof.

Received from his Honor the Mayor, April 30, 1907, without his approval or disapproval thereof; therefore, as provided in section 40 of the Greater New York Charter, the same took effect as if he had approved it.

P. J. SCULLY, Clerk.

DEPARTMENT OF FINANCE—CITY OF NEW YORK, }  
BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS, }  
May 9, 1907.

*To the Honorable the Board of Estimate and Apportionment:*

GENTLEMEN—Transmitted herewith is a report of the Bureau of Municipal Investigation and Statistics of this Department, relative to a resolution passed by the Board of Aldermen requesting the Comptroller to issue Special Revenue Bonds to the amount of \$32,760 to provide for an increase of twenty-five cents a day in the pay of Laborers in the different bureaus under the jurisdiction of the President of the Borough of The Bronx.

In view of the facts contained in said report, we recommend that the matter be laid over for the Budget of 1908.

Respectfully,

H. A. METZ,

Comptroller.

P. F. McGOWAN,  
President, Board of Aldermen,  
Select Committee.

DEPARTMENT OF FINANCE—CITY OF NEW YORK, }  
BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS, }  
May 7, 1907.

*Hon. HERMAN A. METZ, Comptroller:*

SIR—In regard to the resolution of the Board of Aldermen, adopted April 16, 1907, and requesting that the Comptroller be authorized to issue Special Revenue Bonds to the amount of \$32,760, to provide for an increase of twenty-five cents a day in the pay of Laborers in the different bureaus under the jurisdiction of the President of the Borough of The Bronx, referred by the Board of Estimate and Apportionment to a Select Committee consisting of the Comptroller and the President of the Board of Aldermen, and by you to this Bureau for examination, I beg to report as follows:

While the purpose of the resolution is certainly commendable, in view of the hardship which increased cost of living imposes upon Laborers in common with all who

Respectfully submitted for approval,

THOMAS F. BYRNES,

Appraiser of Real Estate, Department of Finance.

Approved:

H. A. METZ, Comptroller.

depend upon fixed and meagre incomes, still, as the pay of Laborers employed by the City throughout the different boroughs seems to be approximately the same, it would perhaps be hardly expedient to provide for an increase in any one borough unless it were deemed advisable to make provision for extending it to all boroughs, a proposition to be considered in connection with that involved in the resolution.

Yours respectfully,  
CHARLES S. HERVEY,  
Supervising Statistician and Examiner.

The following resolution was offered:

Resolved, That the request of the Board of Aldermen, that the Comptroller be authorized to issue Special Revenue Bonds, pursuant to the provisions of subdivision 8 of section 188 of the Greater New York Charter, to the amount of thirty-two thousand seven hundred and sixty dollars (\$32,760), the proceeds whereof to be applied by the President of the Borough of The Bronx in increasing the pay of the Laborers in the different bureaus under his jurisdiction from May 1, 1907, to December 31, 1907, an increase of twenty-five cents a day, be and the same is hereby denied.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the President of the Borough of Richmond—10.

Negative—Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx and Queens—6.

The Secretary presented a resolution of the Board of Aldermen requesting the issue of \$8,000 Special Revenue Bonds for the erection of stations in the public parks for the dispensing of milk, etc., which was referred to a select committee consisting of the Comptroller and the President, Board of Aldermen.

The following matters were considered by unanimous consent:

The President, Board of Aldermen, as Chairman of the Select Committee, consisting of the President, Board of Aldermen, the Comptroller and the President, Borough of Manhattan, to which was referred on February 1, 1907, the report of the Court House Board, presented the following report:

OFFICE OF THE PRESIDENT OF THE BOARD OF ALDERMEN,  
CITY HALL,  
NEW YORK, March 21, 1907.

To the Board of Estimate and Apportionment:

GENTLEMEN—Your Committee, to whom was referred on February 1 last the accompanying report of the Court House Board in the matter of a site for a new Court House at Union Square, respectfully submits the following:

In pursuance of an act of legislature, a commission of five was appointed by the Mayor on June 25, 1903, for the purpose of recommending to the Board of Estimate and Apportionment a site for a new Court House. On January 23, 1904, a majority report was made by three members and a minority report by two members of the Court House Board, the former recommending the Mulberry Park site and the latter recommending the so-called City Hall site, which reports were transmitted to the Board of Estimate and Apportionment on April 29, 1904, and, on motion of the Comptroller, the whole matter went over for a year.

On May 9, 1905, the Board of Estimate and Apportionment returned the two reports to the Court House Board without taking any action. On July 6, 1905, the Court House Board returned the papers for either confirmation or rejection, and on July 26, 1905, the Board of Estimate and Apportionment adopted a resolution rejecting the majority report.

On January 3, 1907, the Court House Board made another report to the Board of Estimate and Apportionment recommending the Union Square site, which recommendation provided for a building with three stories, an attic story and basement, having a net area of 350,000 square feet, with additional ground to "provide for the necessary approaches thereto and the surroundings thereof, so as to assure as far as possible quiet and isolation."

Your Committee calls attention to the fact that in the above summary of proceedings although nearly four years have elapsed since the appointment of the Court House Board, yet some of the members of that Board were insistent in urging your Committee to make a prompt report upon its findings.

A public hearing was given on this matter on March 8 last for the purpose of obtaining an expression of public opinion, but, notwithstanding that a vast outlay of from \$20,000,000 to \$30,000,000 was involved only four persons asked to be heard in regard to it; two were for the site and two opposed it.

The site at Union Square, recommended by the Court House Board, would in the judgment of your Committee cost much more than the \$9,000,000 estimated, and this expensive site with the building suggested would exceed in cost, your Committee thinks, more than \$20,000,000. Your Committee is of the opinion that admitting the necessity for a new Court House, nevertheless the expenditure of such a large sum would be a very extravagant undertaking considering that public improvements of great magnitude are under way and others contemplated. There are pressing needs for more school buildings to accommodate with full-time classes the rapidly increasing school population. There is a demand for new station and fire houses also. More bridges, bridge terminals and subways are needed to relieve the present congested condition of travel between the several boroughs. Demands are also made for an increase in our small park system to meet the needs of those living in the crowded sections of the City and various other improvements are called for which are quite as necessary as a sumptuous Court House.

The selection of the Union Square site would involve the closing of Fifteenth and Sixteenth streets, between Union Square and Irving place, and these closings would involve considerable inconvenience to many citizens.

For these reasons your Committee recommends the rejection of the proposed Union Square site submitted by the Court House Board.

Respectfully submitted,

P. F. McGOWAN, President, Board of Aldermen;  
H. A. METZ, Comptroller;  
JOHN F. AHEARN, President, Borough of Manhattan.

In connection therewith, the following communication was presented from the District Attorney of New York County:

DISTRICT ATTORNEY'S OFFICE,  
COUNTY OF NEW YORK,  
May 9, 1907.

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

GENTLEMEN—As long ago as 1903, the condition of the County Court House was such as to seriously interfere with the proper disposition of business in the Supreme Court of this Department and to affect the health of Judges, attorneys, litigants and jurors who had to resort thereto. Relief from the then conditions was sought by an application to the Legislature of the State, which passed chapter 336 of the Laws of 1903, creating a Court House Board for the purpose, among other things, of selecting a proper site for a new court house. That Board was unable to select a site generally acceptable, and no relief was obtained from then existing conditions. In 1905 the Legislature passed chapter 112 of the Laws of 1905, amending the previous act. The new act, among other things, removed certain limitations as to the location of the contemplated court house. Conditions which were bad became worse, especially after the increase in the number of Judges of the Supreme Court in this Department. At the present time the County Court House is not wholly inadequate for the proper transaction of the public business, but is a menace to health.

After the passage of the amendatory act of 1905, the Court House Board selected and located a site for a new county court-house, and thereafter, on the 3d day of January, 1907, pursuant to section 3 of chapter 336 of the Laws of 1903, as amended by section 3 of Chapter 112 of the Laws of 1905, reported to your Honorable Board

the fact that it had selected and located the same, together with a detailed specification, among other things, of the site selected and located. Section 3 above referred to, as amended is in words as follows:

"Section 3. It shall be the duty of the said court house board after selecting and locating a site as hereinbefore provided, to report the same to the said board of estimate and apportionment, and no further proceedings shall be taken until a site so selected and located shall be approved by the said board of estimate and apportionment. If, and as often as the board of estimate and apportionment shall reject a site so selected, located and reported, it shall be the duty of the said court house board to proceed with all convenient speed to select, locate and report another site for said court house, until a site shall have been selected and located by said court house board and approved by said board of estimate and apportionment."

Last Monday the Justice of the Supreme Court presiding in Part I, Trial Term, Criminal Branch thereof, charged the Grand Jury in substance to inquire into the failure of your Honorable Board to act upon this report of the Court House Board. The view entertained by the learned presiding Justice appeared to be that under the statute above quoted a duty was imposed upon your Honorable Board to accept or reject a site selected, located and reported to you by the Court House Board, within a reasonable time. That while the discretion was vested in your Honorable Board to accept or reject the site selected, located and reported by the Court House Board, yet the duty of accepting or rejecting within a reasonable time was not a discretionary matter, but one the performance of which could be enforced in a proper suit by mandamus, and that the duty imposed by the statutes upon your Board was such that, within a reasonable time you failed to act, such failure would be criminal neglect of duty, rendering members of your Board participating in such failure to act, liable to indictment.

The Grand Jury, in obedience to the instructions of the Presiding Justice, is desirous of entering upon an inquiry as to whether or no there has been such a neglect of duty as requires them to present indictments against members of your Board for criminal neglect of duty. I have requested that they do not proceed further until I might communicate with your Board, in the hope that immediate action would be taken in the acceptance or rejection of the site. I beg to call your attention to the fact that these statutes seem to impose a peremptory duty upon your Board of acting within a reasonable time, and that what constitutes a reasonable time is a question depending upon all the surrounding circumstances. I venture to suggest to your Honorable Board that in view of the notoriously inadequate and unfit accommodations for the Trial and Special Term Justices of the Supreme Court in their conduct of the public business, which have existed now for a number of years in this community and which have been the subject of much public discussion, four months might well be construed as a reasonable time in which action could be taken.

Respectfully,

WM. TRAVERS JEROME, District Attorney.

The following resolution was offered:

Resolved, That the site selected and located by the Court House Board, appointed pursuant to the provisions of chapter 336 of the Laws of 1903, as amended by chapter 112 of the Laws of 1905, submitted to the Board of Estimate and Apportionment at its meeting held January 11, 1907, and described as follows:

Westwardly by the easterly line of Fourth avenue, or Union square, northerly by the southerly line of Seventeenth street, easterly by the westerly line of Irving place and southerly by the northerly line of Fourteenth street and the easterly line of Fourth avenue, or Union square, including so much of the beds of Fifteenth and Sixteenth streets as are included within the said boundaries,

—be and the same is hereby rejected.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

The Comptroller presented a communication from the Secretary, Board of Trustees, College of The City of New York, transmitting certified copy of resolution adopted by said Board relative to the purchase of property and building thereon, located on the northwest corner of One Hundred and Forty-first street and Convent avenue, Manhattan, for the use of the College.

Which was referred to the Comptroller.

The Comptroller presented a communication from the Commissioner of Water Supply, Gas and Electricity, submitting form of agreement with the Jamaica Park South Realty Corporation for the purchase of certain lands at Baisley's Pond, Borough of Queens, the sum of \$2,200 to be appropriated from the Water Fund of the Borough of Brooklyn for the purchase of said land.

Which was referred to the Comptroller.

The Comptroller presented reports and resolutions of the Board of Education as follows:

1. Rescinding resolution adopted October 24, 1906, requesting acquisition of property 200 feet by 200 feet 5½ inches on the northerly side of Lott avenue, running from Hopkinson avenue to Amboy street, Brooklyn, and requesting the acquisition, in lieu thereof, of property 200 feet by 220 feet on the southerly side of said avenue.

2. Requesting acquisition of strip of land 33.30 feet by 150 feet, on Union Hall street, south of Pacific street, at Jamaica, Borough of Queens, in addition to the site 150 feet by 200 feet on said street heretofore authorized to be condemned.

3. Requesting acquisition of property 100 feet by 100 feet, on Hamburg avenue and Cornelius street, Brooklyn.

4. Requesting that title to property on Hamilton place, West One Hundred and Fortieth and West One Hundred and Forty-first streets, Manhattan, vest in the City ten days after the adoption of a resolution to that effect.

5. Requesting the acquisition of property on Fourteenth avenue, Forty-second and Forty-third streets, Brooklyn.

6. Amending resolution adopted October 10, 1906, in so far as it relates to the description of property acquired for school purposes, located on West Third street, south of Sheepshead Bay road, adjoining Public School 100, Brooklyn.

Which were referred to the Comptroller.

The President, Borough of Manhattan, presented a communication transmitting bills in triplicate, amounting to \$7,764.75, of the Remington & Sherman Company, for extra work on the new Hall of Records building.

Which was referred to the Comptroller.

The Comptroller presented a communication from the Secretary of the Board of Education, transmitting copy of report and resolutions of said Board relative to awarding the contract for one gasoline motor four-ton truck for the use of the Bureau of Supplies to other than the lowest bidder.

Which was referred to the Comptroller.

The Comptroller presented a communication from the Commissioner of Public Charities requesting an appropriation of \$178,225 by the issue of Corporate Stock, in addition to the amount heretofore authorized, for the construction of the Coney Island

Hospital, Brooklyn, also requesting an appropriation of \$25,000 by the issue of Corporate Stock for extraordinary repairs to the steamboat "Thomas S. Brennan."

Which was referred to the Comptroller.

The Comptroller presented a report of the Committee on Finance, Board of Aldermen, recommending to said Board the rejection of an ordinance containing the resolution adopted by the Board of Estimate April 5, 1907, authorizing the issue of \$7,000 Corporate Stock to provide means for the installation of an elevator in the building occupied by the County Clerk and Surrogate, Jamaica, Borough of Queens.

Which was referred to a Select Committee consisting of the Comptroller and the President, Borough of Queens.

The Comptroller presented a report of the Committee on Finance, Board of Aldermen, recommending to said Board the rejection of an ordinance containing a resolution adopted by the Board of Estimate April 5, 1907, authorizing the issue of \$41,000 Corporate Stock to provide means for the acquisition of property No. 180 Graham avenue, Brooklyn, for court house purposes.

Which was referred to the Comptroller.

The Comptroller presented the following resolution of the Board of Aldermen requesting the issue of \$150,000 Special Revenue Bonds for the purpose of repairing and maintaining asphalt pavements in the Borough of Manhattan:

*In the Board of Aldermen.*

Resolved, That, in pursuance of the provisions of subdivision 8 of section 188 of the amended Greater New York Charter, the Board of Estimate and Apportionment is hereby requested to authorize the Comptroller to issue Special Revenue Bonds to the amount of one hundred and fifty thousand dollars (\$150,000) for the purpose of repairing and maintaining asphalt pavements in the Borough of Manhattan.

Adopted by the Board of Aldermen, April 30, 1907, three-fourths of all the members elected voting in favor thereof, having been first advertised as required by law.

Approved by the Mayor, May 10, 1907.

P. J. SCULLY, Clerk.

The following resolution was offered:

Resolved, That the Board of Estimate and Apportionment hereby approves of and concurs in the resolution of the Board of Aldermen, adopted April 30, 1907, and approved by the Mayor May 10, 1907, in relation to an appropriation of one hundred and fifty thousand dollars (\$150,000) for the purpose of repairing and maintaining asphalt pavements in the Borough of Manhattan, and that for the purpose of providing means therefor the Comptroller be and is hereby authorized, pursuant to the provisions of subdivision 8 of section 188 of the Greater New York Charter, to issue Special Revenue Bonds of The City of New York to the amount of one hundred and fifty thousand dollars (\$150,000), redeemable from the tax levy of the year succeeding the year of their issue.

Which was adopted by the following vote:

Affirmative—The Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the Boroughs of Manhattan, Brooklyn, The Bronx, Queens and Richmond—16.

By the Chair—A statement was made at a public hearing on the "Grady Hall of Records Bill," by William S. Andrews, Commissioner of Records, New York County, that no reply was made by the Secretary of the Board to a communication requesting the assignment of rooms for the offices of the Commissioner of Records. In justification, the Secretary of the Board explains that the Commissioner of Records did not make any request on this Board for rooms, but made a request on the Sinking Fund Commissioners for rooms in the Barclay Building. No action was taken thereon, because the request should have been made by the County Clerk. Subsequently the latter made a request to the Sinking Fund Commissioners for rooms. The Real Estate Bureau of the Department of Finance concluded it was not necessary to assign him rooms at the present time, and so advised the County Clerk, who thereupon withdrew his request.

The Corporation Counsel has also sent me a communication in relation to this matter, which should be printed in the minutes.

LAW DEPARTMENT—OFFICE OF THE CORPORATION COUNSEL, NEW YORK, May 9, 1907.

*Hon. GEORGE B. McCLELLAN, Mayor, City Hall, Manhattan:*

MY DEAR MR. MAYOR—When at your office this morning, I forgot to speak to you concerning Senator Grady's Hall of Records bill. I telephoned to your office on Monday morning, after having had an interview with Senator Grady, but you were unable to see me. I tried it again the next day with the same result, as I recall it. I was not aware that the hearing was on before you yesterday.

My understanding of the matter is that all that Mr. Andrews wants is some accommodations in some fireproof building, not necessarily the Hall of Records, and I am assured that if such room be found him he will be satisfied. The source of my information is Senator Grady himself.

I do not see how it will be possible to economize space enough to permit the injection of this bureau, or whatever you may call it, in any one of the three floors we now occupy. As it is, we have not room enough, and had we room to spare, I would certainly move in, so as to have them under my immediate supervision, some of the bureaus that are now outside, such as the Bureau for the Recovery of Penalties, the Bureau for the Collection of Arrears of Personal Taxes, the Bureau of Street Openings and the Tenement House Bureau.

Under the circumstances as they now exist, if any one calls to see me regarding any matter affecting one of these bureaus I am compelled to have him call again while I get the information that he desires, or to have him wait until I can send out and bring in the assistant who has the matter in charge. If any changes are to be made they should be made, it seems to me, with the view of furnishing me with sufficient room to bring all bureaus connected with this department under one roof. Certainly there should be no change along any line that will take from me any room that I now have here.

I remain, faithfully yours,

WILLIAM B. ELLISON,

The Board then proceeded to the consideration of the Public Improvement Calendar.

The President, Board of Aldermen, moved that when the Board adjourn it adjourn to meet Friday, May 17, 1907, at 10:30 o'clock a. m., which motion was adopted

The Board adjourned to meet Friday, May 17, 1907, at 10:30 o'clock a. m.

JOSEPH HAAG, Secretary.

DEPARTMENT OF CORRECTION.

REPORT OF TRANSACTIONS, APRIL 22 TO 28, 1907.

Communications Received.

From Civil Service Commission—Transmitting eligible list for Clerk, with a knowledge of statistics, at \$1,200; and asking if any person in the Department of Correction is eligible for promotion to this position.

Civil Service Commission notified that there are two Clerks in Department eligible for promotion.

Three named in list requested to call at Central Office, etc.

From the Comptroller—Returning proposal of the William Horne Company for repairs to north wing of Workhouse, Blackwell's Island, for substitution of sureties. Substitution approved.

From the Comptroller—Transmitting copy of letter from attorney for the College of St. Francis Xavier, complaining of delay in removing buildings on grounds of Kings County Penitentiary by contractor, and which delay is a serious inconvenience to the college.

Acknowledge receipt. Copies of letter from Finance Department sent to Joseph Rosenthal, contractor for removal of buildings, and to the People's Surety Company, his surety, they to be held liable under contract.

From Department of Health—Asking that horses, carts, tackle, etc., for coal contractor may be taken to North Brother Island on boat of Department of Correction, boats of the Health Department being too small for the purpose. Request granted.

From Department of Public Charities—Asking that stone for the new Nurses' Home at the Metropolitan Hospital may be furnished from the Penitentiary quarry, Blackwell's Island, to be taken out by contractor's men.

Referred to the Deputy Commissioner for report. Report of Deputy states that no stone can be spared at present.

From Department of Public Charities—Asking for a detail of prisoners to unload flour at bakery dock, Blackwell's Island. Request granted.

From Bureau of Buildings—Complaint of violations, "erection of one-story frame structure on Blackwell's Island." No plans have been approved by the Superintendent of Buildings.

Report of Inspector states that work has been stopped and plans are being prepared.

Copy of Inspector's report sent to Superintendent of Buildings.

From Department of Water Supply, Gas and Electricity—Stating that new four-inch Croton main will be put in at Penitentiary as soon as possible. On file.

From United States Fidelity and Guaranty Company—As surety for David E. Kennedy, acknowledging letter from Department and stating that matter will be taken up with Mr. Kennedy. Also, asking to be informed as to amount of contract of Mr. Kennedy for work on Pavilion No. 4, Hart's Island, amount of payments made and retained percentage.

Report of Department Inspector sent to United States Fidelity and Guaranty Company.

From Heads of Institutions—Reporting that meats, fish, bread, milk, etc., for week ending April 20, 1907, agreed with specifications of the contracts. On file.

From Heads of Institutions—Reports, census, labor, hospital cases, punishments, etc., for week ending April 20, 1907. On file.

From City Prison—Report of fines received during week ending April 20, 1907: From City Magistrates' Court, \$277. On file.

From District Prisons—Fines received during week ending April 20, 1907: From City Magistrates' Courts, \$373. On file.

From Storehouse, Blackwell's Island—Stating that coal ordered on April 15 had not been delivered by Wm. Farrell & Son, contractors, on April 26.

Deliveries recently made by these contractors were not in conformity with specifications. Coal much needed at institutions.

Notify Wm. Farrell & Son that coal must be delivered by May 1 or it will be bought in the open market and charged to contractors' sureties.

From Penitentiary, Blackwell's Island—List of prisoners received during week ending April 20, 1907: Men, 44; women, 2. On file.

From Penitentiary, Blackwell's Island—List of prisoners to be discharged during the month of April, 1907: Men, 125; women, 6. Transmitted to Prison Association.

From Penitentiary, Blackwell's Island—Asking for the appointment of Examiners in Lunacy to decide upon the mental condition of Tony Arcoli and Annie Brown, two prisoners, supposed to be insane. Corporation Counsel requested to comply with request.

From Penitentiary, Blackwell's Island—Deaths at the Penitentiary:

On April 13, 1907, Homer Hazel, aged 20 years.

On April 14, 1907, Albert Bowens, aged 22 years.

On file.

From Workhouse, Blackwell's Island—Fines paid at Workhouse during week ending April 20, 1907, amounted to \$155. On file.

From Workhouse, Blackwell's Island—Death at Workhouse on April 21, 1907, of Paul Jennings, aged 49 years. Friends notified. On file.

From Workhouse, Blackwell's Island—Request of Caroline E. Mulvey, Orderly, for one week's leave of absence on account of extreme illness in her family. Granted.

From Branch Workhouse, Hart's Island—Deaths:

On April 22, 1907, of James McQuade, aged 73 years. Friends notified.

On April 23, 1907, of Henry Weber, aged 50 years. Friends notified.

On file.

From City Cemetery—List of interments, week ending April 20, 1907. On file.

Proposals Accepted.

Of April 22, 1907, of W. A. Walters, City Island, to let to the Department of Correction the 30-foot naphtha launch "Bronx" for six dollars (\$6) per diem for as many days as is desired, the Department to furnish operating crew and supplies, and to keep boat in proper repair and condition. Boat to be in perfect order when delivered, and to be returned in same condition, reasonable wear and tear excepted. Value of launch, \$2,000.

Of the James Curran Manufacturing Company, No. 512 West Thirty-sixth street, under date of April 12, 1907, to furnish labor and material and install vertical steam boiler near quarry on Blackwell's Island. Boiler to be 30 inches in diameter, 6 feet high, complete, with fire door, set of grate bars, injector, ejector, etc. All work to be first class and to be tested to 150 pounds pressure, for \$561.

Of Albert Winternitz, No. 237 East Seventy-second street, to furnish all labor and material, do the necessary shoring, etc., and replace with new, the decayed, old wooden girder, new one to have iron channels, etc., all for \$412.

Appointed.

Thomas F. Rohan, Keeper at \$800 per annum, at City Prison, to date from April 23, 1907. Certified by Civil Service as eligible on April 16, 1907.

John Lyne, Hospital Helper, at \$600, at Branch Workhouse, Hart's Island, to date from April 23, 1907.

Joseph Black, Orderly at \$240 at the Branch Workhouse, Hart's Island, to date from April 24, 1907.

Both Departmental examination.

Dennis Duggan, Helper at \$150 per annum at Branch Workhouse, Hart's Island, to date from April 23, 1907.

Resigned.

Marie Casey, Orderly at \$240 per annum at Workhouse, Blackwell's Island, to take effect May 1, 1907.

JOHN V. COGGEY, Commissioner.

BOROUGH OF MANHATTAN.

Meetings of the Boards of Local Improvements of the Washington Heights, Kip's Bay, Chelsea, Bowery, Bowling Green, Yorkville, Murray Hill, Hudson, Harlem and Corlear's Hook districts, called for Tuesday, May 14, 1907, were postponed for one week.

BERNARD DOWNING, Secretary.

## DEPARTMENT OF FINANCE.

## Abstract of the Transactions of the Bureau of the City Chamberlain for the Week Ending April 30, 1907.

OFFICE OF THE CITY CHAMBERLAIN,  
NEW YORK, May 10, 1907.

Hon. GEORGE B. McCLELLAN, Mayor:

Sir—In pursuance of section 196, chapter 465 of the Laws of 1901, I have the honor to present herewith a report to April 30, 1907, of all moneys received by the Chamberlain and the amount of all warrants paid by him since April 20, 1907, and the amount remaining to the credit of the City on April 30, 1907.

Very respectfully,

JOHN H. CAMPBELL, Deputy City Chamberlain.

Dr.

THE CITY OF NEW YORK, in account with PATRICK KEENAN, Chamberlain, during the week ending April 30, 1907.

Cr.

1907. Apr. 30	To Additional Public Parks Fund.....	\$4,188 25	1907. Apr. 20	By Balance.....	\$11,105,222 54
	Additional Water Fund.....	40,778 54			
	American Museum of Natural History, etc.....	5,072 97			
	Antitoxin Fund.....	286 05			
	Armory Fund.....	1,902 41			
	Block Tax Assessment Map Fund.....	3,270 81	" 30		
	Botanical Garden, etc., Bronx Park.....	43 33			
	Bridge over Eastchester Bay, etc., Borough of The Bronx.....	4,311 45			
	Bridge over East River, between Boroughs of Manhattan and Brooklyn.....	235,096 91			
	Bridge over East River, between Boroughs of Manhattan and Queens.....	186,014 14			
	Bridge over Flushing Creek, etc., Borough of Queens.....	97 00			
	Bridge over New York and Harlem Railroad, One Hundred and Sixty-first and One Hundred and Seventy-seventh Streets.....	200 87			
	Bridge to Replace, etc., Eastchester Bridge over Hutchinson River.....	400 00			
	Bridge or Viaduct across Spuyten Duyvil Creek, etc.....	23,000 00			
	Brooklyn Bridge — Reconstruction of Western or Manhattan Terminal.....	2,050 00			
	Change of Grade Damage Commission, Twenty-third and Twenty-fourth Wards.....	3,084 17			
	College of The City of New York—New Site and Buildings.....	12,433 79			
	Construction of Approaches to Bridge over New York Central and Hudson River Railroad, etc., Borough of The Bronx.....	225 34			
	Construction of Bridge across Harlem River at Madison Avenue.....	812 50			
	Construction of Bridge and Approaches, etc., Port Morris Branch Railroad, etc.....	40 00			
	Construction and Equipment of Court-house, Borough of The Bronx.....	117 60			
	Construction and Equipment of Public Comfort Stations, Borough of Manhattan.....	639 10			
	Construction and Establishment of High Pressure Water System, etc., Borough of Manhattan.....	19,609 74			
	Construction and Establishment of High Pressure Water System, etc., Borough of Brooklyn.....	1,072 00			
	Construction of Private Sewers, Borough of Brooklyn.....	111 90			
	Construction of Sewers, Borough of Brooklyn.....	228 00			
	Construction of Transverse Road, Tremont Avenue, etc., Borough of The Bronx.....	1,534 86			
	Construction of Webster Avenue Relief Sewer, Borough of The Bronx.....	28,404 00			
	Department of Correction—City Prisons, etc., Special Fund.....	6,390 25			
	Department of Education—Maintenance of Training Schools.....	78 37			
	Department of Education—Special High School Fund.....	1,703 70			
	Department of Health—Building Fund.....	1,889 50			
	Department of Health—Site and Buildings, Sanitarium, Orange County, N. Y.....	481 18			
	Department of Public Charities—Building Fund.....	783 00			
	Department of Street Cleaning—Acquisition of Site, etc., Stable, Borough of Brooklyn.....	1,206 00			
	Department of Water Supply, Gas and Electricity—Selecting Site for Filtering Plant.....	1,855 78			
	Dock Fund.....	243,054 93			
	Drainage and Sewerage District Plans, Borough of The Bronx.....	400 00			
	Excise Taxes, New York County.....	5,935 63			
	Excise Taxes, Kings County.....	1,735 67			
	Excise Taxes, Queens County.....	79 38			
	Exempt or Veteran Volunteer Firemen's Association, Borough of Queens.....	60 94			
	Expenses of Commissioners, Improvement, etc., of Jamaica Bay.....	479 02			
	Expenses of Commissioners Investigating Pollution of Waters, New York Bay, etc.....	804 99			
	Construction of Bridge across Harlem River, Two Hundred and Seventh Street, etc., Borough of Manhattan.....	964 31			
	Extension of Riverside Drive to Boulevard Lafayette.....	171 00			
	Fire Department, City of New York—New Hose Wagons, etc.....	27,000 00			
	Fire Department, Boroughs of Richmond and Queens—Sites, etc., Paid System.....	32 82			
	Fire Department—Sites and Buildings.....	1,423 21			
	Fire Department Fund—Sites, Buildings and Telegraph System.....	11,050 00			
	Fund for Gratuities Vaccination.....	525 00			
	Fund for Street and Park Openings.....	65,346 73			
	Fund for Topographical Bureau, Borough of The Bronx.....	3,790 32			
	Fund for Topographical Bureau, Borough of Queens.....	6,751 70			
	Fund for Topographical Bureau, Borough of Richmond.....	1,438 32			
	Improvement and Construction of Parks, Parkways and Playgrounds, Boroughs of Manhattan and Richmond.....	115 32			
	Improvement and Construction of Parks, Parkways and Playgrounds, Borough of The Bronx.....	410 17			
	Improvement and Construction of Parks, Parkways and Playgrounds, Boroughs of Brooklyn and Queens.....	8,868 21			
	Improvement of Parks, Parkways and Drives, Boroughs of Brooklyn and Queens.....	211 66			
	Improvement of Sanitary Condition of Gowanus Canal, Borough of Brooklyn.....	365 25			
	Improvement of Sewerage System, Sewer District 33 I-4, Borough of The Bronx.....	2,213 02			
	Improvement of Sewerage System, Sewer District 33 K-4, Borough of The Bronx.....	204 51			
	Intestate Estates, New York County.....	390 23			
	Maintenance and Distribution of Water Supply, Borough of Brooklyn, 1906.....	14,758 92			
	Maintenance and Distribution of Water Supply, Borough of Brooklyn, 1907.....	73,781 05			
	Metropolitan Museum of Art in Central Park, Construction of Extension.....	470 48			
	New East River Bridge Fund.....	24,423 00			
	New Hall of Records—Equipment of Offices.....	1,300 24			
	Newtown Creek Bridge Fund.....	627 50			
	New Water Supply, City of New York.....	44,954 58			
	New York and Brooklyn Bridge.....	11,207 78			
	New York County Court-house, Borough of Manhattan, Improving, etc.....	3,683 72			
	New York Public Library Fund.....	4,378 75			
	New York Zoological Garden Fund.....	1,767 66			
	Office Building for President of the Borough of The Bronx—Acquisition of Land, etc.....	60 00			
	Permanent Betterment of Fifty-seventh Street Court-house, etc.....	16 00			
	Playgrounds for Children of the City, Acquisition, etc.....	190 00			
	Public Bath, Riverton Street, Borough of Manhattan.....	150 00			
	Public Baths Fund, Borough of Manhattan.....	241 14			
	Public Market, Eighth Ward, Borough of Brooklyn, Preparation of Land.....	1 30			
	Public School Library Fund.....	9,554 84			
	Rapid Transit Construction Fund, Boroughs of Brooklyn and Manhattan.....	404 63			
	Rapid Transit Fund, No. 2.....	58,675 94			
	Raymond Street Jail—Construction of New Buildings.....	145 60			
	Rebuilding Sewer in East One Hundred and Forty-ninth Street, etc., Borough of The Bronx.....	27 78			
	Reconstruction and Improvement of Sewer in East One Hundred and Sixty-ninth Street, etc., Borough of The Bronx.....	1,943 96			
	Refunding Assessments Paid in Error, Borough of Manhattan.....	1,169 25			
	Refunding Assessments Paid in Error, Borough of The Bronx.....	1,164 57			
	Refunding Taxes Paid in Error, Borough of Manhattan.....	5 39			
	Refunding Taxes Paid in Error, Borough of Brooklyn.....	184 14			
	Refunding Taxes Paid in Error, Borough of The Bronx.....	7,627 19			
	Refunding Taxes Paid in Error, Borough of Brooklyn.....	17 93			
	Refunding Taxes Paid in Error, Borough of Brooklyn.....	1,148 24			
	Refunding Taxes Paid in Error, Borough of Queens.....	104 62			
	Refunding Taxes Paid in Error, Borough of Richmond.....	46 04			
	Repaving—Chapter 475, Laws of 1895.....	3,153 89			
	Repaving—Chapter 87, Laws of 1897.....	812 35			
	Repaving Streets, Borough of Manhattan.....	6,598 33			
	Repaving Streets, Borough of The Bronx.....	4,523 58			
	1907. Apr. 20	By Balance.....			
		CITY OF NEW YORK.			
		Taxes.			
		Borough of Manhattan..... Austen.....	\$317,076 94		
		Borough of The Bronx..... ".....	22,620 08		
		Borough of Brooklyn..... ".....	60,996 54		
		Borough of Queens..... ".....	8,624 16		
		Borough of Richmond..... ".....	3,182 17		
					\$412,498 89
		Interest on Taxes:			
		Borough of Manhattan..... Austen.....	\$11,611 25		
		Borough of The Bronx..... ".....	909 70		
		Borough of Brooklyn..... ".....	2,424 39		
		Borough of Queens..... ".....	346 48		
		Borough of Richmond..... ".....	127 56		
					15,419 38
		Water Rents, Borough of Brooklyn..... Austen.....	1,518 59		
		Water Rents, Borough of Queens..... ".....	152 73		
		Water Meter Fund, No. 2..... ".....	153 29		
		Arrears of Taxes, 1899, etc.:			
		Borough of Manhattan..... Collector Assessments	\$150,233 08		
		Borough of The Bronx..... ".....	16,057 51		
		Borough of Brooklyn..... ".....	20,641 88		
		Borough of Queens..... ".....	27,416 35		
		Borough of Richmond..... ".....	4,576 01		
					219,824 83
		Interest on Taxes, 1898, etc.:			
		Borough of Manhattan..... Collector Assessments	\$35,938 72		
		Borough of The Bronx..... ".....	3,795 63		
		Borough of Brooklyn..... ".....	4,180 17		
		Borough of Queens..... ".....	7,136 04		
		Borough of Richmond..... ".....	1,245 79		
					52,296 35
		Street Improvement Fund—January 1, 1898:			
		Borough of Manhattan..... Collector Assessments	\$6,539 41		
		Borough of The Bronx..... ".....	33,493 97		
		Borough of Brooklyn..... ".....	20,208 47		
		Borough of Queens..... ".....	2,221 99		
		Borough of Richmond..... ".....	96 50		
					62,560 34
		Interest on Assessments—Street Improvement Fund:			
		Borough of Manhattan..... Collector Assessments	\$148 26		
		Borough of The Bronx..... ".....	3,041 53		
		Borough of Brooklyn..... ".....	1,479 05		
		Borough of Queens..... ".....	122 28		
		Borough of Richmond..... ".....</			



1907. Apr. 30	To President of the Borough of Brooklyn— Bureau of Highways..... Bureau of Public Buildings and Offices.....	\$278 00 27 11	1907. Apr. 30	By Borough of Brooklyn— Arrears of Taxes, 1897, etc..... Arrears of Taxes, County Towns..... Interest on Taxes, 1897, etc..... Eighth Ward Improvement Fund, In- stallments..... Twenty-sixth Ward Main Sewer, In- stallments..... Local Improvements, Late Town of New Utrecht..... Assessments, Thirtieth Ward..... Twenty-sixth Ward Street Improve- ment Fund, Installments..... Opening and Grading Assessments, Thirty-first Ward, Installments..... Assessments for Local Improve- ments, New Lots, Installments..... Sales for Unpaid Assessments, Town of New Utrecht..... Interest on Assessments..... Opening and Widening Streets..... Interest on Assessments — Opening and Widening Streets..... Advertising Sales, Various Towns..... Redemption Fund, Laws of 1885..... Arrears of Water Rents, 1897, etc..... Interest on Water Rents, 1897, etc.....	Collector of Assessments.....
	President of the Borough of Queens— Bureau of Highways.....	53 40			8324 55 1 13 281 60
	Bureau of Sewers.....	960 00 7 50 43 39			1,462 68 1,574 52 159 34 177 22
	Bureau of Street Cleaning.....				6 20
	Rents.....	150 00			119 73
	Tenement House Department.....	1,666 66			4 65
	New York County.				488 30
	Supreme Court, First Department.....	5,045 75			728 14
	Kings County.				2 34
	Rents.....	200 00			95
	Sheriff.....	547 50			1 00
	Queens County.				103 01
	New York Institution for Instruction of Deaf and Dumb.....	222 90			131 50
	Supreme Court and County Court.....	59 30			159 09
	1907.				
	Advertising.....	11,922 74			
	American Female Guardian Society, etc.....	842 14			
	Armory Board, Boroughs of Manhattan and The Bronx.....	792 68			
	Armory Board, Boroughs of Brooklyn and Queens.....	155 70			
	Asylum of St. Vincent de Paul.....	951 33			
	Bellevue and Allied Hospitals.....	39,259 54			
	Board of Aldermen and City Clerk.....	19,461 76			
	Board of Assessors.....	2,711 66			
	Board of Building Examiners.....	719 95			
	Board of City Record.....	21,220 43			
	Board of Elections.....	7,352 47			
	Board of Estimate and Apportionment.....	6,949 98			
	Board of Parole.....	200 00			
	Brooklyn Children's Aid Society.....	988 20			
	Brooklyn Disciplinary Training School.....	2,233 60			
	Brooklyn Hebrew Orphan Asylum.....	3,151 71			
	Brooklyn Home for Consumptives.....	1,393 60			
	Brooklyn Howard Colored Orphan Asylum.....	1,572 43			
	City Courts, New York City.....	12,299 95			
	City Magistrates' Courts, First Division.....	15,949 17			
	City Magistrates' Courts, Second Division.....	16,724 84			
	Civil Service Commission.....	10,012 87			
	Collating, Copying, etc., Old Records, Kings County.....	501 58			
	College of the City of New York.....	34,834 96			
	Colored Orphan Asylum, etc., City of New York.....	144 64			
	Commissioners of Licenses.....	3,842 80			
	Commissioners of Accounts.....	13,043 59			
	Commissioners of the Sinking Fund.....	229 16			
	Coroners, Borough of Manhattan.....	5,004 47			
	Coroners, Borough of The Bronx.....	2,248 87			
	Coroners, Borough of Brooklyn.....	2,743 36			
	Coroners, Borough of Queens.....	1,499 99			
	Coroners, Borough of Richmond.....	583 33			
	Court of Special Sessions, First Division.....	8,291 22			
	Court of Special Sessions, Second Division.....	5,974 90			
	Department of Bridges, Borough of Manhattan.....	15,774 86			
	Department of Bridges, Borough of The Bronx.....	2,292 32			
	Department of Bridges, Borough of Brooklyn.....	4,147 61			
	Department of Bridges, Borough of Queens.....	7,183 63			
	Department of Bridges, Borough of Richmond.....	106 96			
	Department of Correction, Borough of Manhattan.....	31,520 09			
	Department of Education—General School Fund.....	72,924 59			
	Department of Education—Special School Fund—Board of Education.....	41,944 15			
	Department of Education—Special School Fund—Borough of Manhattan.....	18,400 83			
	Department of Education—Special School Fund—Borough of The Bronx.....	2,227 23			
	Department of Education—Special School Fund—Borough of Brooklyn.....	6,976 90			
	Department of Education—Special School Fund—Borough of Queens.....	3,144 27			
	Department of Education—Special School Fund—Borough of Richmond.....	6,888 71			
	Department of Finance.....	84,379 67			
	Department of Finance—Chamberlain's Office.....	4,039 29			
	Department of Health.....	68,422 36			
	Department of Parks, Boroughs of Manhattan and Richmond.....	23,632 16			
	Department of Parks, Borough of The Bronx.....	14,695 20			
	Department of Parks, Boroughs of Brooklyn and Queens.....	20,111 06			
	Department of Public Charities.....	39,462 54			
	Department of Street Cleaning, Boroughs of Manhattan, The Bronx and Brooklyn.....	146,861 82			
	Department of Taxes and Assessments.....	15,200 27			
	Department of Water Supply, Gas and Electricity, Boroughs of Manhattan and The Bronx.....	45,907 99			
	Department of Water Supply, Gas and Electricity, Borough of Brooklyn.....	9,972 49			
	Department of Water Supply, Gas and Electricity, Borough of Queens.....	466 87			
	Department of Water Supply, Gas and Electricity, Borough of Richmond.....	1,494 46			
	Examining Board of Plumbers.....	474 83			
	Expenses of Art Commission.....	349 75			
	Fire Department.....	112,359 44			
	Hebrew Infant Asylum, City of New York.....	1,557 48			
	Hebrew Sheltering Guardian Society.....	9,180 13			
	Hope Farm.....	188 10			
	House of the Good Shepherd.....	3,273 21			
	House of St. Giles the Cripple.....	778 05			
	Industrial School Association (Brooklyn, E. D.).....	18 00			
	Inspectors and Sealers of Weights and Measures.....	2,411 66			
	Interest on the City Debt.....	6,050 88			
	Interest on Revenue Bonds of 1905.....	1,152 78			
	International Sunshine Society.....	106 59			
	Jewish Hospital.....	474 85			
	Law Department.....	45,042 89			
	Lebanon Hospital Association.....	1,745 95			
	Lincoln Hospital and Home.....	5,917 56			
	Mayoralty.....	2,210 43			
	Mayoralty—Bureau of Licenses.....	1,450 03			
	Missionary-Sisters, Third Order of St. Francis.....	8,927 35			
	Municipal Courts, City of New York.....	40,480 25			
	Municipal Explosives Commission.....	81 45			
	New York Foundling Hospital.....	530 34			
	New York Juvenile Asylum.....	2,737 53			
	New York Society for the Relief of Ruptured and Crippled.....	1,704 00			
	Normal College of The City of New York.....	19,912 16			
	Norwegian Lutheran Deaconesses' Home and Hospital.....	745 30			
	Ozanan Home for Friendless Women.....	577 12			
	Police Department.....	52,091 66			
	President of the Borough of Manhattan— Bureau of Buildings.....	251 68			
	Bureau of Engineer of Street Openings.....	2,723 45			
	Bureau of Highways.....	20,484 01			
	Bureau of Incumbrances.....	1,781 75			
	Bureau of Public Baths and Public Comfort Stations.....	4,391 75			
	Bureau of Public Buildings and Offices.....	22,042 03			
	Bureau of Sewers.....	11,020 08			
	General Administration.....	6,531 25			
	President of the Borough of The Bronx— Bureau of Buildings.....	9,870 82			
	Bureau of Highways.....	15,756 44			
	Bureau of Public Baths.....	21 00			
	Bureau of Public Buildings and Offices.....	1,970 07			
	Bureau of Sewers.....	7,113 04			
	General Administration.....	625 00			
	Topographical Bureau.....	9,350 99			
	President of the Borough of Brooklyn— Bureau of Buildings.....	14,697 45			
	Bureau of Highways.....	15,972 81			
	Bureau of Incumbrances and Permits.....	1,118 50			
	Bureau of Public Buildings and Offices.....	28,673 66			
	Bureau of Sewers.....	9,131 33			
	General Administration.....	7,623 43			
	Topographical Bureau.....	6,399 13			
	President of the Borough of Queens— Bureau of Buildings.....	3,264 16			
	Bureau of Highways.....	12,482 96			
	Bureau of Public Buildings and Offices.....	7,268 09			
	Bureau of Sewers.....	8,348 71			
	Bureau of Street Cleaning.....	5,599 34			
	General Administration.....	2,563 82			

<p style="text-align: right;">1907. Apr. 30</p> <table border="0"> <tr><td>To President of the Borough of Richmond—</td><td></td></tr> <tr><td>Bureau of Buildings.....</td><td style="text-align: right;">\$1,554 15</td></tr> <tr><td>Bureau of Engineering.....</td><td style="text-align: right;">434 86</td></tr> <tr><td>Bureau of Highways.....</td><td style="text-align: right;">2,850 11</td></tr> <tr><td>Bureau of Public Buildings and Offices.....</td><td style="text-align: right;">4,471 78</td></tr> <tr><td>Bureau of Sewers.....</td><td style="text-align: right;">741 79</td></tr> <tr><td>Bureau of Street Cleaning.....</td><td style="text-align: right;">4,583 22</td></tr> <tr><td>General Administration.....</td><td style="text-align: right;">1,008 12</td></tr> <tr><td> </td><td></td></tr> <tr><td>Prospect Heights Hospital and Brooklyn Maternity.....</td><td style="text-align: right;">66 55</td></tr> <tr><td>Public Library, Borough of Brooklyn.....</td><td style="text-align: right;">25,901 22</td></tr> <tr><td>Queens Borough Library.....</td><td style="text-align: right;">78 13</td></tr> <tr><td>Redemption of the City Debt.....</td><td style="text-align: right;">175 00</td></tr> <tr><td>Rents.....</td><td style="text-align: right;">1,311 56</td></tr> <tr><td>St. Agatha's Home for Children.....</td><td style="text-align: right;">6,372 59</td></tr> <tr><td>St. Ann's Home for Destitute Children.....</td><td style="text-align: right;">2,141 58</td></tr> <tr><td>St. Catharine's Hospital.....</td><td style="text-align: right;">2,197 20</td></tr> <tr><td>St. Mary's General Hospital, City of Brooklyn.....</td><td style="text-align: right;">1,239 00</td></tr> <tr><td>Salaries of General Interpreters, Borough of Brooklyn.....</td><td style="text-align: right;">975 00</td></tr> <tr><td>Seton Hospital, City of New York.....</td><td style="text-align: right;">9,154 20</td></tr> <tr><td>Sheltering Arms Nursery, Borough of Brooklyn.....</td><td style="text-align: right;">330 09</td></tr> <tr><td>Sloane Maternity 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style="text-align: right;">150 00</td></tr> <tr><td>District Attorney.....</td><td style="text-align: right;">21,594 22</td></tr> <tr><td>Fees and Expenses of Jurors.....</td><td style="text-align: right;">50,000 00</td></tr> <tr><td>New York Institution for Instruction of Deaf and Dumb.....</td><td style="text-align: right;">9,987 05</td></tr> <tr><td>Preserving Public Records, County Clerk's Office.....</td><td style="text-align: right;">1,233 32</td></tr> <tr><td>Preserving Public Records, Register's Office.....</td><td style="text-align: right;">1,591 66</td></tr> <tr><td>Preserving Public Records, Surrogates' Office.....</td><td style="text-align: right;">925 00</td></tr> <tr><td>Public Administrator.....</td><td style="text-align: right;">1,962 06</td></tr> <tr><td>Register.....</td><td style="text-align: right;">12,485 33</td></tr> <tr><td>Rents.....</td><td style="text-align: right;">395 83</td></tr> <tr><td>Sheriff.....</td><td style="text-align: right;">9,122 67</td></tr> 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Brooklyn.....	975 00	Seton Hospital, City of New York.....	9,154 20	Sheltering Arms Nursery, Borough of Brooklyn.....	330 09	Sloane Maternity Hospital.....	957 79	State Taxes.....	25,234 71	Sydenham Hospital.....	562 12	Tenement House Department.....	924 93			New York County.		Armories and Drill-rooms.....	10,165 00	Board of City Record.....	643 64	Commissioner of Jurors.....	3,808 73	County Clerk.....	8,524 14	County Contingent Fund.....	528 00	Court of General Sessions.....	15,599 32	Disbursements and Fees.....	150 00	District Attorney.....	21,594 22	Fees and Expenses of Jurors.....	50,000 00	New York Institution for Instruction of Deaf and Dumb.....	9,987 05	Preserving Public Records, County Clerk's Office.....	1,233 32	Preserving Public Records, Register's Office.....	1,591 66	Preserving Public Records, Surrogates' Office.....	925 00	Public Administrator.....	1,962 06	Register.....	12,485 33	Rents.....	395 83	Sheriff.....	9,122 67	Supreme Court, First Department.....	71,493 29	Surrogates' Court.....	13,472 02			Kings County.		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Preserving Public Records, Surrogates' Office.....	925 00																																																																																																																																																																				
Public Administrator.....	1,962 06																																																																																																																																																																				
Register.....	12,485 33																																																																																																																																																																				
Rents.....	395 83																																																																																																																																																																				
Sheriff.....	9,122 67																																																																																																																																																																				
Supreme Court, First Department.....	71,493 29																																																																																																																																																																				
Surrogates' Court.....	13,472 02																																																																																																																																																																				
Kings County.																																																																																																																																																																					
Armories and Drill-rooms.....	9,367 50																																																																																																																																																																				
Board of City Record.....	432 07																																																																																																																																																																				
Commissioner of Jurors.....	2,002 44																																																																																																																																																																				
Commissioner of Records.....	8,144 97																																																																																																																																																																				
County Clerk.....	5,730 42																																																																																																																																																																				
County Court.....	9,592 73																																																																																																																																																																				
District Attorney.....	6,655 66																																																																																																																																																																				
New York Institution for Instruction of Deaf and Dumb.....	2,964 41																																																																																																																																																																				
Register.....	9,991 01																																																																																																																																																																				
Sheriff.....	646 28																																																																																																																																																																				
Supreme Court, Second Department.....	26,458 17																																																																																																																																																																				
Surrogate's Court.....	6,399 91																																																																																																																																																																				
Queens County.																																																																																																																																																																					
Board of City Record.....	330 73																																																																																																																																																																				
County Contingent Fund.....	804 60																																																																																																																																																																				
District Attorney's Office.....	2,003 34																																																																																																																																																																				
New York Institute for Instruction of Deaf and Dumb.....	280 03																																																																																																																																																																				
Sheriff.....	3,076 71																																																																																																																																																																				
Supreme Court and County Court.....	3,072 84																																																																																																																																																																				
Surrogate's Court.....	1,372 56																																																																																																																																																																				
Richmond County.																																																																																																																																																																					
Board of City Record.....	50 53																																																																																																																																																																				
Commissioner of Jurors.....	325 00																																																																																																																																																																				
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District Attorney.....	499 99																																																																																																																																																																				
St. Joseph's Institute for Improved Instruction of Deaf Mutes.....	140 22																																																																																																																																																																				
Sheriff.....	25 00																																																																																																																																																																				
	\$2,057,937 40																																																																																																																																																																				
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	14,445,485 18																																																																																																																																																																				
	\$18,306,009 75																																																																																																																																																																				
Balance.....																																																																																																																																																																					

E. & O. E. A. J. GALLIGAN, Bookkeeper.

Apr. 30, 1907. By Balance..... \$14,445,485 18

JOHN H. CAMPBELL, Deputy City Chamberlain.

THE COMMISSIONERS OF THE SINKING FUNDS OF THE CITY OF NEW YORK in account with PATRICK KEENAN, Chamberlain, for and during the week ending April 30, 1907.

THE COMMISSIONERS OF THE SINKING FUNDS OF THE CITY OF NEW YORK, in account with PATRICK KEENAN, Chamberlain, for and during the week ending April 30, 1907.

Apr. 30, 1907. By Balances..... \$3,243,672.08 ..... \$1,818,875.63 ..... \$19,766.28  
 F. & O. E. A. J. GALLIGAN, Bookkeeper. JOHN H. CAMPBELL, Deputy

E. & O. E. A. J. GALLIGAN, Bookkeeper.

JOHN H. CAMPBELL, Deputy City Chamberlain.

THE COMMISSIONERS OF THE SINKING FUNDS OF THE CITY OF NEW YORK, in account with PATRICK KEENAN, Chamberlain, for and during the week ending April 30, 1907.

		Water Sinking Fund, The City of New York.		Water Sinking Fund, City of Brooklyn.		Sinking Fund, Long Island City—Redemption of Revenue Bonds.		Sinking Fund, Long Island City—Redemption of Fire Bonds.		Sinking Fund, Long Island City—Redemption of Water Bonds.	
1907. Apr. 20		Dr.	Cr.	Dr.	Cr.	Dr.	Cr.	Dr.	Cr.	Dr.	Cr.
" 30	By Balances as per last account current.....	.....	.....	.....	\$56 95	.....	.....	.....	.....	.....	.....
	To Water Sinking Fund, City of Brooklyn .....	.....	.....	.....	28,654 95	.....	.....	.....	.....	.....	.....
	Balances .....	.....	.....	.....	.....	\$28,711 90	\$28,711 90	.....	.....	.....	.....

Apr. 30, 1907. By Balances. .... \$28,654 95

F. & O. F. A. J. GALLIGAN, Bookkeeper.

JOHN H. CAMPBELL, Deputy City Chamberlain.

THE CITY OF NEW YORK, in account with PATRICK KEENAN, Chamberlain, during the week ending April 30, 1907.

1907. Apr. 30	To Jury Fees, New York County..... Jury Fees, Kings County..... Jury Fees, Queens County..... Jury Fees, Richmond County.....	\$6,810 00 4,142 00 1,116 12 445 80		1907. Apr. 20	By Balance, Jury Fees, New York County..... Balance, Jury Fees, Kings County..... Balance, Jury Fees, Queens County..... Balance, Jury Fees, Richmond County.....	\$8,453 00 20,106 00 1,772 44 2,708 60	
			\$12,513 92				
	Balance, Jury Fees, New York County..... Balance, Jury Fees, Kings County..... Balance, Jury Fees, Queens County..... Balance, Jury Fees, Richmond County.....	\$51,643 00 15,904 00 656 32 2,262 80		" 30	Jury Fees, New York County .....		50,000 00
			70,526 12				
			\$83,040 04				\$83,040 04

Environ Biol Fish (2008) 82:293–302  
DOI 10.1007/s10641-008-9401-0

JOHN H. CAMPBELL, Deacon City Church, \$70.50

THE CITY OF NEW YORK, in account with BARNARD KERKAWY, Chamberlain, during the week ending April 29, 1907.

<p>1907. Apr. 30</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>To Witness Fees, New York County.....</td> <td style="text-align: right;">\$599 14</td> </tr> <tr> <td>    Witness Fees, Queens County.....</td> <td style="text-align: right; border-top: none;">6 30</td> </tr> <tr> <td></td> <td style="text-align: right; border-top: none; border-bottom: 1px solid black;">\$605 44</td> </tr> <tr> <td>Balance, Witness Fees, New York County.....</td> <td style="text-align: right;">\$3,967 97</td> </tr> <tr> <td>Balance, Witness Fees, Queens County.....</td> <td style="text-align: right;">1,730 40</td> </tr> <tr> <td>    Balance, Witness Fees, Richmond County.....</td> <td style="text-align: right; border-top: none; border-bottom: 1px solid black;">857 74</td> </tr> <tr> <td></td> <td style="text-align: right; border-top: none; border-bottom: 1px solid black;">6,556 11</td> </tr> <tr> <td></td> <td style="text-align: right; border-top: none; border-bottom: 3px double black;">\$7,161 55</td> </tr> </table>	To Witness Fees, New York County.....	\$599 14	Witness Fees, Queens County.....	6 30		\$605 44	Balance, Witness Fees, New York County.....	\$3,967 97	Balance, Witness Fees, Queens County.....	1,730 40	Balance, Witness Fees, Richmond County.....	857 74		6,556 11		\$7,161 55	<p>1907. Apr. 20</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>By Balance, Witness Fees, New York County.....</td> <td style="text-align: right;">\$4,567 11</td> </tr> <tr> <td>    Balance, Witness Fees, Queens County.....</td> <td style="text-align: right;">1,736 70</td> </tr> <tr> <td>    Balance, Witness Fees, Richmond County.....</td> <td style="text-align: right; border-top: none; border-bottom: 1px solid black;">857 74</td> </tr> <tr> <td></td> <td style="text-align: right; border-top: none; border-bottom: 1px solid black;">\$7,161 55</td> </tr> <tr> <td></td> <td style="text-align: right; border-top: none; border-bottom: 3px double black;">\$7,161 55</td> </tr> </table>	By Balance, Witness Fees, New York County.....	\$4,567 11	Balance, Witness Fees, Queens County.....	1,736 70	Balance, Witness Fees, Richmond County.....	857 74		\$7,161 55		\$7,161 55
To Witness Fees, New York County.....	\$599 14																										
Witness Fees, Queens County.....	6 30																										
	\$605 44																										
Balance, Witness Fees, New York County.....	\$3,967 97																										
Balance, Witness Fees, Queens County.....	1,730 40																										
Balance, Witness Fees, Richmond County.....	857 74																										
	6,556 11																										
	\$7,161 55																										
By Balance, Witness Fees, New York County.....	\$4,567 11																										
Balance, Witness Fees, Queens County.....	1,736 70																										
Balance, Witness Fees, Richmond County.....	857 74																										
	\$7,161 55																										
	\$7,161 55																										

..... \$6,5

S. 2000—116th Congress—Bills—H. R. 6500—Checklist for the next Congress—April 20, 2020

1907. Apr. 30	To Interest Registered.....	\$5,114 93	1907. Apr. 20	By Balance.....	\$29,631 40
	Balance.....	24,563 72	" 03	Interest Registered.....	47 25
		\$29,678 65	"		\$29,678 65

Page 16 of 22

JOHN H. CAMPBELL, Deputy City Chamberlain..... \$24,500



## EXECUTIVE DEPARTMENT.

Pursuant to statutory requirement, notice is hereby given that an act, Assembly 2719, S. rep. 1738, Int. No. 1083, has been passed by both branches of the Legislature, entitled:

An Act to establish the Public Service Commissions and prescribing their powers and duties, and to provide for the regulation and control of certain public service corporations and making an appropriation therefor.

Further notice is hereby given that a public hearing upon such bill will be held at the Mayor's office in the City Hall in The City of New York on Saturday, May 25, 1907, at 10:30 o'clock a. m.

Dated City Hall, New York, May 22, 1907.

GEORGE B. McCLELLAN,  
Mayor.

Pursuant to statutory requirement, notice is hereby given that an act, Senate 1466, Int. No. 1013, has been passed by both branches of the Legislature, entitled:

An Act to authorize the commissioners of the sinking fund of the city of New York to refund certain moneys paid for taxes for the years nineteen hundred and one, nineteen hundred and two and nineteen hundred and three, affecting property situate in the borough of Brooklyn, in the city of New York, now belonging to and upon which is erected the church edifice of the Fourth Unitarian Congregational church of Brooklyn.

Further notice is hereby given that a public hearing upon such bill will be held at the Mayor's office, in the City Hall, in The City of New York, on Monday, May 27, 1907, at 11:15 o'clock a. m.

Dated City Hall, New York, May 23, 1907.

GEORGE B. McCLELLAN,  
Mayor.

This bill will be the first heard at that time.

Pursuant to statutory requirement, notice is hereby given that an act, Senate A. 2644, Rec. 316, has been passed by both branches of the Legislature, entitled:

An Act to amend the Greater New York charter, in relation to the powers of the board of estimate and apportionment.

Further notice is hereby given that a public hearing upon such bill will be held at the Mayor's office, in the City Hall, in The City of New York, on Monday, May 27, 1907, at 11:15 o'clock a. m.

Dated City Hall, New York, May 23, 1907.

GEORGE B. McCLELLAN,  
Mayor.

This bill will be the second heard at that time.

Pursuant to statutory requirement, notice is hereby given that an act, Assembly 1569, S. 1609, Int. 1276, has been passed by both branches of the Legislature, entitled:

An Act to amend the Greater New York charter, in relation to salary of city marshals.

Further notice is hereby given that a public hearing upon such bill will be held at the Mayor's office, in the City Hall, in The City of New York, on Monday, May 27, 1907, at 11:15 o'clock a. m.

Dated City Hall, New York, May 23, 1907.

GEORGE B. McCLELLAN,  
Mayor.

This bill will be the third heard at that time.

Pursuant to statutory requirement, notice is hereby given that an act, Assembly 2009, S. 1589, Int. 1534, has been passed by both branches of the Legislature, entitled:

An Act authorizing and empowering the board of estimate and apportionment of the city of New York, in its discretion, to take action relative to the necessary expenses incurred in relation to acquiring title to property at the foot of Housman avenue, borough of Richmond, city of New York.

Further notice is hereby given that a public hearing upon such bill will be held at the Mayor's office, in the City Hall, in

The City of New York, on Monday, May 27, 1907, at 11:15 o'clock a. m.

Dated City Hall, New York, May 23, 1907.

GEORGE B. McCLELLAN,  
Mayor.

This bill will be the fourth heard at that time.

Pursuant to statutory requirement, notice is hereby given that an act, Assembly 1506, S. 1568, Int. 1017, has been passed by both branches of the Legislature, entitled:

An Act to authorize the commissioners of the sinking fund of the city of New York to cancel and annul certain assessments upon certain real property of the Trinity Methodist Episcopal church and the church of Saint Mary Star of the Sea in said city.

Further notice is hereby given that a public hearing upon such bill will be held at the Mayor's office, in the City Hall, in The City of New York, on Monday, May 27, 1907, at 11:15 o'clock a. m.

Dated City Hall, New York, May 23, 1907.

GEORGE B. McCLELLAN,  
Mayor.

This bill will be the fifth heard at that time.

## CHANGES IN DEPARTMENTS, ETC.

## DEPARTMENT OF PARKS.

Boroughs of Manhattan and Richmond.

May 21—

Transferred from President, Borough of Manhattan, to Take Effect May 23, 1907.

Briget McNamara, Cleaner, No. 26 Cherry street.

Appointed.

May 20, 1907, P. Macauley, horse and cart, No. 43 West One Hundred and Fortieth street.

May 21, 1907, Daniel E. Ford, horse and cart, No. 519 West One Hundred and Twenty-ninth street.

May 21, 1907, Lawrence Cioffi, horse and cart, No. 240 East One Hundred and Eleventh street.

May 21, 1907, John McMurrav, horse and cart, No. 519 West One Hundred and Fifty-seventh street.

Died, May 17, 1907.

John T. Barnable, Paver, No. 421 West Nineteenth street.

## Borough of The Bronx.

May 22—The compensation of the following Hostlers has been fixed at the rate of \$3 per diem, to take effect May 18:

John S. Kennedy, No. 1683 Washington avenue.

Joseph J. Carroll, Blondell avenue, Westchester.

## FIRE DEPARTMENT.

May 22—

Appointed.

Boroughs of Manhattan and The Bronx.

Probationary Fireman William H. Stevens, to be a Fireman of the fourth grade, with salary at the rate of \$800 per annum, to take effect from the 18th inst., and assigned to Engine Company 10.

Probationary Fireman William Walsh, to be a Fireman of the fourth grade, with salary at the rate of \$800 per annum, to take effect May 20, and assigned to Hook and Ladder Company 10.

As ununiformed Firemen for a probationary term of one month, from the 17th inst., with salary at the rate of \$800 per annum:

Lawrence J. Golden, assigned to Hook and Ladder Company 12.

Jeremiah T. R. Murray, assigned to Hook and Ladder Company 12.

Temporary Telegraph Operator Daniel C. Donohue, Jr., Fire Alarm Telegraph Bureau, appointed as such, with the approval of the Municipal Civil Service Commission, for a period of 15 days, from May 1, 1907, pursuant to the provisions of paragraph 4, Civil Service Rule XII, having passed the non-competitive examination required by paragraph 3 of said rule, has been provisionally appointed in such capacity thereunder, pending the establishment of an eligible list, with salary at the rate of \$1,200 per annum, to take effect from May 16, 1907.

Henry J. Hinck, as Assistant Fire Marshal, with salary at the rate of \$1,500 per annum, to take effect from May 20, 1907.

Boroughs of Brooklyn and Queens.

Thomas P. Brophy, as Assistant Fire Marshal, with salary at the rate of \$1,500 per annum, to take effect from May 17, 1907.

Reinstated.

Boroughs of Manhattan and The Bronx.

With the consent of the Municipal Civil Service Commission, under date of April 17, 1907, John J. Slyman has been reinstated in the position of fourth grade Fireman, with salary at the rate of \$800 per annum, to take effect from the 19th inst., and assigned to Engine Company 30.

## DEPARTMENT OF DOCKS AND FERRIES.

May 17—The Commissioner has this day reinstated Thomas S. O'Brien to the position of Financial Clerk, with compensation at the rate of \$60 per month while employed.

The Commissioner has appointed the following persons to the position of Cleaner (female) for duty on the recreation piers during the season of 1907; the compensation to be at the rate of \$45 per month while employed:

Kate O'Neill.  
Lizzie Schaffner.  
Mary O'Neill.  
Anora M. Malone.  
Mary Kennedy.  
Kate Healy.  
Hannah McGuire.  
Isabelle M. Reilly.  
Mary T. Staats.  
Elizabeth V. Scanlon.  
Catherine Hagan.  
Annie M. Tevlin.  
Dora Bodamer.  
Catherine Murtha.  
Mary Burns.  
Katie L. Martin.  
Margaret V. Doran.  
Dora Schwaninger.  
Clara Howison.  
Annie K. McKenzie.  
Amalie Seufert.  
Maggie E. Donohue.  
Julia Keller.  
Ellen J. Tracy.  
Mary J. Harrington.  
Elizabeth Stromberg.

The Commissioner has this day made the following appointments to the position of Attendant on the recreation piers during the season of 1907:

Attendant (male), compensation at rate of \$75 per month while employed.

Joseph S. Burdett.  
Michael Callaghan.  
John Finnerty.  
Edward D. Hedenkamp.  
Thomas J. Kilmet.  
John J. Lahey.  
William Gillane.  
Stephen Fallon.  
Patrick Gibbons.  
Abraham F. Hazen.  
John C. McGowan.  
William O. Hughes.  
John F. Quinn.  
Thomas Campbell.  
John T. O'Hara.  
John A. Walker.  
Eugene F. Cavanagh.  
Daniel F. Walsh.  
Albert Kern.  
Benjamin J. Becker.  
James A. Kelly.  
John Lutzelberger.  
James P. Casey.  
Frederick Ohmes.  
Patrick J. Daly.  
John A. Golden.  
John T. McNicol.  
William F. Menger.

Attendant (female), compensation at rate of \$50 per month while employed.

Mrs. Adelia Sheridan.  
Margaret Carmody.  
Annie Jennings.  
Ida Schaefer.  
Bridget M. Molloy.  
Mrs. Ella J. Seymour.  
Joseph E. Stuart.  
Mrs. Catherine McGrath.  
Mary Hinche.  
Mrs. Mary O'Connor.  
Mrs. Minnie E. Carson.  
Mary McARDLE.  
Annie Conlon.  
Mary Coleman.  
Mary A. Overacre.  
Kate Mallon.  
Anne Spadavecchia.  
Lily Coulter.  
Mary A. Sullivan.  
Leah Wilcox Mehrer.  
Elsie W. Kenny.  
Annie A. Campbell.  
Annie A. Holland.  
Julia E. Kennedy.  
Frances L. Buchanan.  
Eliza F. Joubin.  
Kate Daly.

May 21—The resignation of Thomas S. O'Brien, Financial Clerk, has been accepted by the Commissioner.

The Commissioner has this day transferred Patrick H. Dwyer and Patrick Dunn from the position of Dock Laborer to that of Machinist's Helper, with compensation at the rate of 37½ cents per hour while employed; the change to take effect Saturday, June 1, 1907.

## DEPARTMENT OF BRIDGES.

May 23—The compensation of William Liddy, No. 812 Putnam avenue, Brooklyn, as Riveter is fixed at 62½ cents per hour, to date from May 26, 1907.

John J. Regan, No. 208 East Ninety-sixth street, Manhattan, is transferred as an Inspector of Masonry from the Aqueduct Commission to the Department of Bridges, and his compensation in the Department of Bridges is fixed at 61½ cents per hour.

## DEPARTMENT OF FINANCE.

May 23—The salaries of the following employees of the Department of Finance have been fixed at the amounts stated, taking effect May 15, 1907:

Bureau of City Revenue and Markets.

James H. Baldwin, Deputy Collector of City Revenue, \$2,500.  
Daniel Dillon, Collection Clerk, \$1,500.  
Samuel Ecker, Bookkeeper, \$1,500.  
Walter J. Bryan, Cashier, \$1,500.

Bureau of Municipal Investigation and Statistics.

Louis F. La Roche, Examiner, \$3,500.  
George P. H. McVay, Clerk, \$1,800.  
Morris A. Sachs, Clerk, \$900.  
Augustine S. Osborne, Clerk, \$900.  
William O'Connell, Jr., Clerk, \$900.  
John J. O'Brien, Clerk, \$900.

Bureau of the City Paymaster.

John H. Timmerman City Paymaster, \$6,000.

William A. Sullivan, Clerk, \$900.  
Hyman Solomon, Clerk, \$900.  
John J. Murphy, Clerk, \$900.  
Charles F. Camerer, Clerk, \$900.

Bureau for the Collection of Taxes, Manhattan.

John G. Faist, Clerk, \$1,500.  
John G. Young, Clerk, \$1,500.  
Joseph Fiesel, Cashier, \$1,350.  
John J. Casey, Clerk, \$1,350.  
Lucius A. R. Gent, Clerk, \$900.  
James A. Graham, Clerk, \$900.  
Alfred Munier, Clerk, \$900.

Bureau for the Collection of Taxes, The Bronx.

William H. Battenfield, Clerk, \$900.  
Henry Meyer, Clerk, \$900.  
William H. Malarkey, Junior Clerk, \$600.

Bureau for the Collection of Taxes, Brooklyn.

Herman H. Torburg, Cashier, \$2,100.  
John C. Gaffney, Cashier, \$1,800.  
Frank Barrett, Cashier, \$1,800.  
Herman Wiehe, Cashier, \$1,650.  
Albert H. Baer, Clerk, \$1,500.  
Stephen F. McDonough, Clerk, \$1,350.  
Thomas J. Gowen, Clerk, \$1,050.  
Herbert Rubenstein, Clerk, \$900.

Bureau for the Collection of Taxes, Queens.

John S. Julian, Clerk, \$1,200.

Bureau for the Collection of Taxes, Richmond.

Franklin C. Vitt, Cashier, \$1,350.  
Charles Jacobs, Inspector of Regulating, Grading and Paving, whose transfer was approved by the Municipal Civil Service Commission, began work in the Office of the President of the Borough of Queens on May 17, 1907.

## BOARD OF ALDERMEN.

Public notice is hereby given that the Committee on Streets, Highways and Sewers of the Board of Aldermen will hold a public hearing in the Aldermanic Chamber, City Hall, Borough of Manhattan, on Monday, May 27, 1907, at 2 o'clock p. m. on the following matter:

An ordinance to regulate the construction of fences, signs, bill-boards and sky-signs within the building line.

All persons interested in the above matter are respectfully invited to attend.

P. J. SCULLY, City Clerk and Clerk of the Board of Aldermen.

## OFFICIAL DIRECTORY.

STATEMENT OF THE HOURS DURING WHICH THE PUBLIC OFFICES IN THE CITY ARE OPEN FOR BUSINESS AND AT WHICH THE COURTS REGULARLY OPEN AND ADJOURN, AS WELL AS THE PLACES WHERE SUCH OFFICES ARE KEPT AND SUCH COURTS ARE HELD, TOGETHER WITH THE HEADS OF DEPARTMENTS AND COURTS.

## CITY OFFICES.

## MAYOR'S OFFICE.

No. 5 City Hall, 9 a. m. to 4 p. m.; Saturdays 9 a. m. to 12 m.

Telephone, 820 Cortlandt.  
GEORGE B. McCLELLAN, Mayor.  
Frank M. O'Brien, Secretary.  
William A. Willis, Executive Secretary.  
James A. Riordan, Chief Clerk and Bond and Warrant Clerk.

## AQUEDUCT COMMISSIONERS.

Room 207, No. 280 Broadway, 5th floor, 9 a. m. to 4 p. m.  
Telephone, 1942 Worth.  
The Mayor, the Comptroller, ex-officio, Commissioners John F. Cowan (President), William H. Ten Eyck, John J. Ryan and John P. Windolph; Harry W. Walker, Secretary, Walter H. Sears, Chief Engineer.

## ARMORY BOARD.

The Mayor, George B. McClellan, Chairman; the President of the Department of Taxes and Assessments, Lawson Purdy; the President of the Board of Aldermen, Patrick F. McGowan; Brigadier-General James McLeer and Brigadier-General George Moore Smith, Commissioners.  
Harrie Davis, Secretary, Room 6, Basement, Hall of Records, Chambers and Centre streets.  
Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 3900 Worth.

## ART COMMISSION.

City Hall, Room 21.  
Telephone call, 1197 Cortlandt.  
Robert W. de Forest, President; Walter Cook, Vice-President; Howard Mansfield, Secretary; A. Augustus Healy, President of the Brooklyn Institute of Arts and Sciences; George B. McClellan, Mayor of The City of New York; J. Pierpont Morgan, President of Metropolitan Museum of Art; John Bigelow, President of New York Public Library; F. D. Millet, Painter; John J. Boyle, Sculptor; John B. Pine.  
Milo R. Maltbie, Assistant Secretary.

## BELLEVUE AND ALLIED HOSPITALS.

Office, Bellevue Hospital.  
Telephone, 4400 Madison Square.  
Board of Trustees—Dr. John W. Brannan, President; James K. Paulding, Secretary; Leopold Stern, Theodore E. Tack, Arden M. Robbins, Myles Tierney, Samuel Sachs, Robert W. Heberd, ex-officio.

## BOARD OF ALDERMEN.

No. 11 City Hall, 10 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m.  
Telephone, 7560 Cortlandt.  
Patrick F. McGowan, President.  
P. J. Scully, City Clerk.

## BOARD OF ASSESSORS.

Office, No. 320 Broadway, 9 a. m. to 4 p. m.; Saturdays, 12 m.  
Antonio Zucca.  
Paul Weinmann.  
James H. Kennedy.  
William H. Jasper, Secretary.  
Telephone, 29, 30 and 31 Worth.

## BOARD OF ELECTIONS.

Headquarters, General Office, No. 107 West Forty-first street.  
Commissioners—John T. Dooling (President), Charles B. Page (Secretary), John Maguire, Rudolph C. Fuller.  
A. C. Allen, Chief Clerk.

## BOROUGH OFFICES.

Manhattan.  
No. 112 West Forty-second street.  
William C. Baxter, Chief Clerk.  
The Bronx.  
One Hundred and Thirty-eighth street and Mott avenue (Solingen Building).  
Cornelius A. Bunner, Chief Clerk.

## Brooklyn.

No. 42 Court street (Temple Bar Building).  
George Russell, Chief Clerk.  
Queens.  
No. 51 Jackson avenue, Long Island City.  
Carl Voegel, Chief Clerk.  
Richmond.  
Borough Hall, New Brighton, S. I.  
Alexander M. Ross, Chief Clerk.  
All offices open from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

## BOARD OF ESTIMATE AND APPORTIONMENT.

The Mayor, Chairman; the Comptroller, President of the Board of Aldermen, President of the Borough of Manhattan, President of the Borough of Brooklyn, President of the Borough of The Bronx, President of the Borough of Queens, President of the Borough of Richmond.

## OFFICE OF THE SECRETARY.

No. 277 Broadway, Room 805. Telephone, 3454 Worth.  
Joseph Haag, Secretary; William M. Lawrence, Assistant Secretary. Charles V. Ade, Clerk to Board.

## OFFICE OF THE CHIEF ENGINEER.

Nelson P. Lewis, Chief Engineer, No. 277 Broadway, Room 801. Telephone, 3457 Worth.  
Arthur S. Tuttle, Engineer in charge Division of Public Improvements, No. 277 Broadway, Room 801. Telephone, 3457 Worth.  
Harry P. Nichols, Engineer in charge Division of Franchises, No. 280 Broadway, Room 79. Telephone, 3414 Worth.

## BOARD OF EXAMINERS.

Rooms 6027 and 6028 Metropolitan Building, No. 1 Madison avenue, Borough of Manhattan, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 584 Gramercy.  
Warren A. Conover, Charles Buek, Lewis Hardin, Charles G. Smith, Edward F. Croker, Henry R. Marshall and William J. Fryer, Chairman.  
Edward V. Barton, Clerk.  
Board meeting every Tuesday at 2 p. m.

## BOARD OF RAPID TRANSIT RAIL-ROAD COMMISSIONERS.

Board of Rapid Transit Railroad Commissioners, No. 320 Broadway, New York.  
Bion L. Burrows, Secretary.  
Telephone, 3625 Worth.

## BOARD OF REVISION OF ASSESSMENTS.

Herman A. Metz, Comptroller.  
William B. Ellison, Corporation Counsel.  
Lawson Purdy, President of the Department of Taxes and Assessments.  
Henry J. Storrs, Chief Clerk, Finance Department, No. 280 Broadway.  
Telephone, 6120 Franklin.

## BOARD OF WATER SUPPLY.

Office, No. 209 Broadway.  
J. Edward Simmons, Charles N. Chadwick, Charles A. Shaw, Commissioners.  
Thomas Hassett, Secretary.  
J. Waldo Smith, Chief Engineer.

## COMMISSIONERS OF ACCOUNTS.

Rooms 114 and 115 Stewart Building, 280 Broadway, 9 a. m. to 4 p. m.  
Telephone, 4315 Worth.  
John C. Hertie, John Purroy Mitchell, Commissioners.

## CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.  
Office of the Commission, Room 138, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City.  
Commissioners—William E. Stillings, George C. Norton, Oscar S. Bailey.  
Lamont McLoughlin, Clerk.  
Reguyl advertised meetings on Monday, Wednesday and Friday of each week at 2 o'clock p. m.

## CITY CLERK AND CLERK OF THE BOARD OF ALDERMEN.

City Hall, Rooms 11, 12; 10 a. m. to 4 p. m.; Saturdays, 10 a. m. to 12 m.  
Telephone, 7560 Cortlandt.

P. J. Scully, City Clerk and Clerk of the Board of Aldermen.

Joseph F. Prendergast, First Deputy City Clerk.  
Michael F. Blake, Chief Clerk of the Board of Aldermen.

Joseph V. Sculley, Clerk, Borough of Brooklyn.  
Thomas J. McCabe, Deputy City Clerk, Borough of The Bronx.

William R. Zimmerman, Deputy City Clerk, Borough of Queens.  
Joseph F. O'Grady, Deputy City Clerk, Borough of Richmond.

## CITY RECORD OFFICE.

## BUREAU OF PRINTING, STATIONERY AND BLANK BOOKS.

Supervisor's Office, Park Row Building, No. 21 Park Row, Entrance, Room 807, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 1505 and 1506 Cortlandt. Supply Room, No. 2 City Hall.

Patrick J. Tracy, Supervisor; Henry McMillen, Deputy Supervisor; C. McKemie, Secretary.

## COMMISSIONER OF LICENSES.

Office, No. 277 Broadway.  
John N. Bogart, Commissioner.  
James P. Archibald, Deputy Commissioner.  
John J. Caldwell, Secretary.  
Office hours, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 2828 Worth.

## COMMISSIONERS OF SINKING FUND.

George B. McClellan, Mayor, Chairman; Herman A. Metz, Comptroller; Patrick Keenan, Chamberlain; Patrick F. McGowan, President of the Board of Aldermen, and John R. Davies, Chairman Finance Committee, Board of Aldermen, Members; N. Taylor Phillips, Deputy Comptroller, Secretary.  
Office of Secretary, Room 12, Stewart Building.  
Telephone, 6120 Franklin.

## DEPARTMENT OF BRIDGES.

No. 13-21 Park Row.  
James W. Stevenson, Commissioner.  
John H. Little, Deputy Commissioner.  
Edgar E. Schiff, Secretary.  
Office hours, 9 a. m. to 4 p. m.  
Saturdays, 9 a. m. to 12 m.  
Telephone, 6080 Cortlandt.

## DEPARTMENT OF CORRECTION.

CENTRAL OFFICE.  
No. 148 East Twentieth street. Office hours from 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 1047 Gramercy.  
John V. Coggey, Commissioner.  
George W. Meyer, Deputy Commissioner.  
John B. Fitzgerald, Secretary.

## DEPARTMENT OF DOCKS AND FERRIES.

Pier "A," N. R., Battery place.  
Telephone, 300 Rector.  
John A. Bensel, Commissioner.  
Denis A. Judge, Deputy Commissioner.  
Joseph W. Savage, Secretary.  
Office hours, 9 a. m. to 4 p. m.; Saturdays, 12 m.

## DEPARTMENT OF EDUCATION.

Park avenue and Fifty-ninth street, Borough of Manhattan, 9 a. m. to 5 p. m. (in the month of August, 9 a. m. to 4 p. m.); Saturdays, 9 a. m. to 12 m.  
Telephone, 5580 Plaza.

Richard H. Adams, Richard B. Aldcroft, Jr.; Grosvenor H. Backus, Nicholas J. Barrett, Joseph E. Cosgrove, Francis P. Cunnion, Thomas M. DeLaney, Samuel B. Donnelly, Horace E. Dreser, A. Leo Everett, Joseph Nicola Francolini, George Freifeld, John Greene, George J. Gillespie, Randolph Guggenheim, George D. Hamlin, M. D.; Robert L. Harrison, Louis Haupt, M. D.; Thomas J. Higgins, Arthur Hollick, Charles H. Ingalls, Nathan S. Jonas, Hugo Kanzler, John C. Kelley, Alrick H. Man, Clement March, Mitchell May, Dennis J. McDonald, M. D.; Thomas J. O'Donohue, Frank H. Partridge, George E. Payne, Frank Lyon Polk, George W. Schaeidle, Henry H. Sherman, Abraham Stern, M. Samuel Stern, Cornelius J. Sullivan, Rupert B. Thomas, John R. Thompson, George A. Vandenhoff, John A. Wilbur, William N. Wilmer, Frank D. Wilsey, George W. Wingate, Egerton L. Winthrop, Jr., members of the Board. (One vacancy).  
Egerton L. Winthrop, Jr., President.  
John Greene, Vice-President.  
A. Emerson Palmer, Secretary.  
Fred H. Johnson, Assistant Secretary.  
C. B. J. Snyder, Superintendent of School Buildings.  
Patrick Jones, Superintendent of School Supplies.  
Henry R. M. Cook, Auditor.  
Thomas A. Dillon, Chief Clerk.  
Henry M. Leipziger, Supervisor of Lectures.  
Claude E. Leland, Superintendent of Libraries.  
Henry M. Devoe, Supervisor of Janitors.

## BOARD OF SUPERINTENDENTS.

William H. Maxwell, City Superintendent of Schools, and George S. Davis, Andrew W. Edson, Clarence E. Meloney, Thomas S. O'Brien, Edward B. Shallow, Edward L. Stevens, Gustave Straubmuller, John H. Walsh, Associate City Superintendents.

## DISTRICT SUPERINTENDENTS.

Darwin L. Bardwell, William A. Campbell, John J. Chickering, John W. Davis, John Dwyer, James M. Edsall, Matthew J. Elgas, Edward D. Farrell, Cornelius D. Franklin, John Griffin, M. D., John H. Haaren, John L. N. Hunt, Henry W. Jameson, James Lee, Charles W. Lyon, James J. McCabe, William J. O'Shea, Julia Richman, Alfred T. Schauffler, Albert Shieh, Edgar Duba Shimer, Seth T. Stewart, Edward W. Stitt, Grace C. Strachan, Joseph S. Taylor, Evangeline E. Whitney.

## BOARD OF EXAMINERS.

William H. Maxwell, City Superintendent of Schools, and James C. Byrnes, Walter L. Hervey, Jerome A. O'Connell, George J. Smith, Examiners.

## DEPARTMENT OF FINANCE.

Stewart Building, Chambers street and Broadway, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.  
Telephone, 1200 Worth.

Herman A. Metz, Comptroller.  
John H. McCooey and N. Taylor Phillips, Deputy Comptrollers.  
Hubert L. Smith, Assistant Deputy Comptroller.  
Oliver E. Stanton, Secretary to Comptroller.

## MAIN DIVISION.

H. J. Storrs, Chief Clerk, Room 11.

## BOOKKEEPING AND AWARDS DIVISION.

Frank W. Smith, Chief Accountant and Bookkeeper, Room 8.

## STOCK AND BOND DIVISION.

James J. Sullivan, Chief Stock and Bond Clerk, Room 37.

## BUREAU OF AUDIT—MAIN DIVISION.

P. H. Quinn, Chief Auditor of Accounts, Room 27.

## LAW AND ADJUSTMENT DIVISION.

Jeremiah T. Mahoney, Auditor of Accounts, Room 185.

## BUREAU OF MUNICIPAL INVESTIGATION AND STATISTICS.

Charles S. Hervey, Supervising Statistician and Examiner, Room 180.

## CHARITABLE INSTITUTIONS DIVISION.

Daniel C. Potter, Chief Examiner of Accounts of Institutions, Room 38.

## BUREAU OF THE CITY PAYMASTER.

No. 83 Chambers street and No. 65 Reade street.  
John H. Timmerman, City Paymaster.

## BUREAU OF ENGINEERING.

Stewart Building, Chambers street and Broadway, Chandler Withington, Chief Engineer, Room 55.

## REAL ESTATE BUREAU.

Thomas F. Byrnes, Mortimer J. Brown, Appraisers of Real Estate, Room 157.

## BUREAU FOR THE COLLECTION OF TAXES.

Borough of Manhattan—Stewart Building, Room 0.

David E. Austin, Receiver of Taxes.  
John J. McDonough and William H. Loughran, Deputy Receivers of Taxes.

Borough of The Bronx—Municipal Building, Third and Tremont avenues.  
John B. Underhill and Stephen A. Nugent, Deputy Receivers of Taxes.

Borough of Brooklyn—Municipal Building, Rooms 2-8.

James B. Bouck and John F. Regan, Deputy Receivers of Taxes.

Borough of Queens—Hackett Building, Jackson avenue and Fifth street, Long Island City.  
George H. Creed and Mason O. Smedley, Deputy Receivers of Taxes.

Borough of Richmond—Borough Hall, St. George, New Brighton.  
John De Morgan and F. Wilsey Owen, Deputy Receivers of Taxes.

Borough of Brooklyn—Municipal Building, William E. Melody, Deputy Collector of Assessments and Arrears.

Borough of Queens—Hackett Building, Jackson avenue and Fifth street, Long Island City.  
Patrick E. Leahy, Deputy Collector of Assessments and Arrears.

Borough of Richmond—Bay and Sand streets, Stapleton.

George Brand, Deputy Collector of Assessments and Arrears.

BUREAU FOR THE COLLECTION OF ASSESSMENTS AND ARREARS.

Borough of Manhattan—Stewart Building, Room 81.

Daniel Moynahan, Collector of Assessments and Arrears.

Richard E. Weldon, Deputy Collector of Assessments and Arrears.

Borough of The Bronx—Municipal Building, Rooms 1-3.

James J. Donovan, Jr., Deputy Collector of Assessments and Arrears.

Borough of Brooklyn—Municipal Building, William E. Melody, Deputy Collector of Assessments and Arrears.

Borough of Queens—Hackett Building, Jackson avenue and Fifth street, Long Island City.

Patrick E. Leahy, Deputy Collector of Assessments and Arrears.

Borough of Richmond—Bay and Sand streets, Stapleton.

George Brand, Deputy Collector of Assessments and Arrears.

BUREAU OF THE CITY CHAMBERLAIN.

Stewart Building, Chambers street and Broadway, Rooms 63 to 67.

City Chamberlain.

John H. Campbell, Deputy Chamberlain.</p

**LAW DEPARTMENT.****OFFICE OF CORPORATION COUNSEL.**

Hall of Records, Chambers and Centre streets, 6th, 7th and 8th floors, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 3000 Worth.

William B. Ellison, Corporation Counsel.

Assistants—Theodore Connolly, George L. Sterling, Charles D. Olendorf, James T. Malone, George S. Coleman, Arthur C. Butts, William P. Burr, Charles N. Harris, John L. O'Brien, Terence Farley, Franklin Chase Hoyt, Cornelius F. Collins, Edwin J. Freedman, John C. Breckinridge, Louis H. Hahn, Frank B. Pierce, Stephen O'Brien, Charles A. O'Neill, John F. O'Brien, Edward S. Malone, William B. Crowell, Richard H. Mitchell, John Widdecombe, James P. Keenan, Thomas F. Byrne, Andrew T. Campbell, Jr., Arthur Sweeny, George P. Nicholson, Alfred W. Booraem, William H. King, Thomas F. Noonan, Josiah A. Stover, Curtis A. Peters, Charles McIntyre, Royal E. T. Riggs, Solon Berrick, J. Gabriel Britt, William J. Clarke, Francis J. Byrne, Francis X. McQuade, Edmund C. Viemeister, John W. Goff, Jr., Leonce Fuller, Charles W. Miller, I. Townsend Burden, Jr., William H. Doherty, Francis Martin, Frank E. Smith, Henry W. Mayo.

Secretary to the Corporation Counsel—David Ryan.

Chief Clerk—Andrew T. Campbell.

**BROOKLYN OFFICE.**

Borough Hall, 2d floor, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 2048 Main.

James D. Bell, Assistant in charge.

**BUREAU OF STREET OPENINGS.**

No. 90 West Broadway, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 8190 Cortlandt.

John P. Dunn, Assistant in charge.

**BUREAU FOR THE RECOVERY OF PENALTIES.**

No. 119 Nassau street, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 4526 Cortlandt.

Herman Stiefel, Assistant in charge.

**BUREAU FOR THE COLLECTION OF ARREARS OF PERSONAL TAXES.**

No. 280 Broadway, 5th floor. Office hours for public, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 4585 Worth.

Geo. O'Reilly, Assistant in charge.

**TENEMENT HOUSE BUREAU AND BUREAU OF BUILDINGS.**

No. 44 East Twenty-third street, 9 a. m. to 5 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 1661 Gramercy.

John P. O'Brien, Assistant in charge.

**METROPOLITAN SEWERAGE COMMISSION.**

Office, No. 17 Battery Place. Daniel Lewis, President, Olin H. Landreth, George A. Soper, Andrew J. Provost, Jr., Secretary, James H. Fuertes, Commissioners.

Telephone, 1694 Rector.

**MUNICIPAL CIVIL SERVICE COMMISSION.**

No. 299 Broadway, 9 a. m. to 4 p. m.

William F. Baker, R. Ross Appleton, Alfred J. Falley.

Frank A. Spencer, Secretary.

**Labor Bureau.**

No. 51 Lafayette street (old No. 61 Elm street).

Telephone, 2140 Worth.

**MUNICIPAL EXPLOSIVES COMMISSION.**

Nos. 157 and 159 East Sixty-seventh street, Headquarters Fire Department.

Hugh Bonner, Deputy Fire Commissioner and Chairman; William Montgomery, John Sherry, C. Andrade, Jr., Abram A. Breneman.

Franz S. Wolf, Secretary, No. 157 East Sixty-seventh street.

Stated meetings, Tuesday of each week, at 3 p. m.

Telephone, 640 Plaza.

**POLICE DEPARTMENT.****CENTRAL OFFICE.**

No. 300 Mulberry street, 9 a. m. to 4 p. m.

Telephone, 3100 Spring.

Theodore A. Bingham, Commissioner.

Frederick H. Bugher, Second Deputy Commissioner.

Bert Hanson, Third Deputy Commissioner.

Daniel G. Slattery, Secretary to Commissioner.

William H. Kipp, Chief Clerk.

**TENEMENT HOUSE DEPARTMENT.**

Manhattan Office, No. 44 East Twenty-third street.

Telephone, 5331 Gramercy.

Edmund J. Butler, Commissioner.

Harry G. Darwin, First Deputy Commissioner.

Bronx Office, Temple Bar Building, No. 44 Court street.

Telephone, 3825 Main.

John McKeown, Second Deputy Commissioner.

Bronx Office, Nos. 2804, 2806 and 2808 Third avenue.

Telephone, 967 Melrose.

William B. Calvert, Superintendent.

**BOROUGH OFFICES.****BOROUGH OF THE BRONX.**

Office of the President, corner Third avenue and One Hundred and Seventy-seventh street; 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Louis F. Haffen, President.

Henry A. Gumbleton, Secretary.

John F. Murray, Commissioner of Public Works.

Peter J. Stumpf, Assistant Commissioner of Public Works.

Josiah A. Briggs, Chief Engineer.

Frederick Greifenberg, Principal Assistant Topographical Engineer.

Charles H. Graham, Engineer of Sewers.

Samuel C. Thompson, Engineer of Highways.

Patrick J. Reville, Superintendent of Buildings.

John A. Mason, Assistant Superintendent of Buildings.

Martin Geiszler, Superintendent of Highways.

Albert H. Liebenauf, Superintendent of Public Buildings and Offices.

Telephone, 66 Tremont.

**BOROUGH OF BROOKLYN.**

President's Office, Nos. 15 and 16 Borough Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Bird S. Coler, President.

Charles Frederick Adams, Secretary.

John A. Heffernan, Private Secretary.

Desmond Dunne, Commissioner of Public Works.

Durbin Van Vleck, Assistant Commissioner of Public Works.

David F. Moore, Superintendent of Buildings.

Thomas R. Farrell, Superintendent of the Bureau of Highways.

James Dunne, Superintendent of the Bureau of Sewers.

Joseph M. Lawrence, Superintendent of the Bureau of Public Buildings and Offices.

**BOROUGH OF MANHATTAN.**

Office of the President, Nos. 10, 11 and 12 City Hall, 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

John F. Ahearn, President.

Bernard Downing, Secretary.

Henry S. Thompson, Commissioner of Public Works.

Edward S. Murphy, Superintendent of Buildings.

James J. Hagan, Assistant Commissioner of Public Works.

George F. Scannell, Superintendent of Highways.

William J. Boyhan, Superintendent of Sewers.

**BOROUGH OF QUEENS.**

President's Office, Borough Hall, Jackson avenue and Fifth street, Long Island City; 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Joseph Bermel, President.

Herman Ringe, Secretary.

Lawrence Gresser, Commissioner of Public Works.

Alfred Denton, Assistant Commissioner of Public Works.

James P. Hicks, Superintendent of Highways.

Carl Berger, Superintendent of Buildings.

Joseph H. De Braga, Superintendent of Sewers.

Lucien Knapp, Superintendent of Street Cleaning.

Office, No. 48 Jackson avenue, Long Island City.

Mathew J. Goldner, Superintendent of Public Buildings and Offices, Office, Town Hall, Jamaica.

Robert R. Crowell, Engineer Topographical Bureau.

Office, No. 252 Jackson avenue, Long Island City.

Telephone, 1900 Greenpoint.

**BOROUGH OF RICHMOND.**

President's Office, New Brighton, Staten Island.

George Cromwell, President.

Maybury Fleming, Secretary.

Louis Lincoln Tribus, Consulting Engineer and Acting Commissioner of Public Works.

John Seaton, Superintendent of Buildings.

H. E. Buel, Superintendent of Highways.

John T. Fetherston, Superintendent of Street Cleaning.

Ernest H. Seehusen, Superintendent of Sewers.

John Timlin, Jr., Superintendent of Public Buildings and Offices.

George W. Tuttle, Principal Assistant Engineer, Bureau of Engineering—Topographical.

Theodor S. Oxholm, Principal Assistant Engineer, Bureau of Engineering—Construction.

Offices—Borough Hall, New Brighton, N. Y., 9 a. m. to 4 p. m.; Saturdays, 9 a. m. to 12 m.

Telephone, 1000 Tompkinsville.

**CORONERS.**

Borough of The Bronx—Corner of Third avenue and One Hundred and Seventy-seventh street. Telephone, 1250 Tremont and 3415 Harlem.

Robert F. McDonald, A. F. Schwanecke.

William T. Austin, Chief Clerk.

Borough of Brooklyn—Office, Room 11, Borough Hall. Telephone, 4244 Main and 4005 Main.

Henry J. Brewer, M. D., John F. Kennedy.

Joseph McGuinness, Chief Clerk.

Open all hours of the day and night.

Borough of Manhattan—Office, Criminal Courts Building, Centre and White streets. Open at all times of the day and night.

Coroners: Julius Harburger, Peter P. Acratelli, George F. Shady, Jr., Peter Dooley.

Julius Harburger, President Board of Coroners.

Jacob E. Bausch, Chief Clerk.

Telephones, 1094, 5052, 5058 Franklin.

Borough of Queens—Office, Borough Hall, Fulton street, Jamaica, L. I.

Samuel D. Nutt, Alfred S. Ambler.

Martin Mager, Jr., Chief Clerk.

Office hours, from 9 a. m. to 10 p. m.

Borough of Richmond—Second street, New Brighton. Open for the transaction of business all hours of the day and night.

Matthew J. Cahill.

**COUNTY OFFICES.****NEW YORK COUNTY.****COMMISSIONER OF JURORS.**

Room 127, Stewart Building, Chambers street and Broadway, 9 a. m. to 4 p. m.

Thomas Allison, Commissioner.

Matthew F. Neville, Assistant Commissioner.

Frederick P. Simpson, Assistant Commissioner.

Frederick O'Byrne Secretary.

**COMMISSIONER OF RECORDS.**

Office, New County Court-house.

William S. Andrews, Commissioner.

**COUNTY CLERK.**

Nos

Clerk's Office open from 9 a. m. to 4 p. m. During July and August will close at 2 p. m., and on Saturdays at 12 m.

**CITY COURT OF THE CITY OF NEW YORK.**

No. 32 Chambers street, Brownstone Building, City Hall Park, from 10 a. m. to 4 p. m.

Part I.

Part II.

Part III.

Part IV.

Part V.

Special Term Chambers will be held from 10 a. m. to 4 p. m.

Clerk's Office open from 9 a. m. to 4 p. m.

Edward F. O'Dwyer, Chief Justice; John Henry McCarty, Lewis J. Conlan, Theodore F. Hascall, Francis B. Delehanty, Joseph I. Green, William H. Wadham, Justices, Thomas F. Smith, Clerk.

Telephone, 614 Cortlandt.

**COURT OF SPECIAL SESSIONS.**

Building for Criminal Courts, Centre street between Franklin and White streets, Borough of Manhattan.

Court opens at 10 a. m.

Justices—First Division—John B. McKean, William E. Wyatt, Willard H. Olmstead, Joseph M. Deuel, Lorenz Zeller, John B. Mayo, Charles W. Culkin, Clerk; William M. Fuller, Deputy Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Second Division—Trial Days—No. 171 Atlantic avenue, Brooklyn, Mondays, Wednesdays and Fridays at 10 o'clock; Town Hall, Jamaica, Borough of Queens, Tuesday at 10 o'clock; Town Hall, New Brighton, Borough of Richmond, Thursday at 10 o'clock.

Justices—Howard J. Forker, Patrick Keady, John Fleming, Thomas W. Fitzgerald, Robert J. Wilkin, George J. O'Keefe; Joseph L. Kerrigan, Clerk; John J. Dorman, Deputy Clerk.

Clerk's Office, No. 171 Atlantic avenue, Borough of Brooklyn, open from 9 a. m. to 4 p. m.

**CHILDREN'S COURT.**

First Division—No. 66 Third avenue, Manhattan, Edmund C. Lee, Clerk.

Second Division—No. 102 Court street, Brooklyn, James P. Sinnott, Clerk.

**CITY MAGISTRATES' COURT.**

**First Division.**

Court opens from 9 a. m. to 4 p. m.

City Magistrates—Robert C. Cornell, Leroy B. Crane, Peter T. Barlow, Matthew P. Breen, Charles S. Whitman, Joseph F. Moss, James J. Walsh, Henry Steiner, Daniel E. Finn, Charles G. F. Wahle, Frederick B. House, Charles N. Harris, Frederick Kernochan.

James McCabe, Secretary, One Hundred and Twenty-fifth street and Sixth avenue.

First District—Criminal Court Building.

Second District—Jefferson Market.

Third District—No. 69 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 Sixty-first street and Brook avenue.

Seventh District—Fifty-fourth street, west or Eighth avenue.

Eighth District—Main street, Westchester.

**Second Division.**

Borough of Brooklyn.

City Magistrates—Alfred E. Steers, A. V. B. Voorhees, Jr., James G. Tighe, Edward J. Dooley, John Naumer, E. G. Higginbotham, Frank E. O'Reilly, Henry J. Furlong, John F. Hylan, Alexander H. Geismar.

President of the Board, Frank E. O'Reilly, No. 249 Manhattan avenue.

Secretary to the Board, William F. Delaney, No. 495 Gates avenue.

First District—No. 318 Adams street.

Second District—Court and Butler streets.

Third District—Myrtle and Vanderbilt avenues.

Fourth District—Lee avenue and Clymer street.

Fifth District—Manhattan avenue and Powers street.

Sixth District—No. 495 Gates avenue.

Seventh District—No. 31 Snider avenue (Flatbush).

Eighth District—West Eighth street (Coney Island).

Borough of Queens.

City Magistrates—Matthew J. Smith, Luke I. Connerton, Edmund J. Healy.

First District—Long Island City.

Second District—Flushing.

Third District—Far Rockaway.

Borough of Richmond.

City Magistrates—John Croak, Nathaniel Marsh.

First District—New Brighton, Staten Island.

Second District—Stapleton, Staten Island.

**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 Oyster Islands. New Court-house, No. 128 Prince street, corner of Wooster street.

Wauhoo Lynn, Justice. Thomas O'Connell, Clerk.

Clerk's Office open from 9 a. m. to 4 p. m.

Telephone, 1371 Spring.

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, No. 59 Madison street.

John Hoyer, 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.

Telephone, 2410 Orchard.

Third District—Ninth and Fifteenth Wards. Court-room, southwest corner Sixth avenue and West Tenth street. Court opens daily (Sundays and legal holidays excepted), from 9 a. m. to 4 p. m.

William F. Moore, Justice. Daniel Williams, Clerk.

Telephone, 2513 Chelsea.

Fourth District—Tenth and Seventeenth Wards. Court-room, No. 30 First street, corner Second avenue. Clerk's Office open daily from 9 a. m. to 4 p. m. Court opens 9 a. m. daily, and remains open to close of business.

George F. Roess, Justice. Andrew Lang, Clerk. Telephone, 4053 Orchard.

Fifth District—The Fifth District embraces the Eleventh Ward and all that portion of the Thirteenth Ward which lies east of the centre line of Norfolk street and north of the centre line of Grand street and west of the centre line of Pitt street and north of

the centre line of Delancey street and northwest of Clinton street to Rivington street, and on the centre line of Rivington street south to Norfolk street. Court-room, No. 154 Clinton street.

Benjamin Hoffman, Justice. Thomas Fitzpatrick, Clerk.

Telephone, 2326 Orchard.

Sixth District—Eighteenth and Twenty-first Wards. Court-room, northwest corner Twenty-third street and Second avenue. Court opens at 9 a. m. daily (except legal holidays), and continues open until close of business.

Henry W. Unger, Justice. Abram Bernard, Clerk.

Telephone, 4570 Gramercy.

Seventh District—That portion of Nineteenth Ward east of Lexington avenue, bounded on the south by the north side of East Fortieth street and on the north by the south side of East Eighty-sixth street, also that portion bounded on the south by the north side of East Sixty-first street, on the west by the east side of Park avenue, and on the north by the south side of East Sixty-fifth street. Court-room, No. 151 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 Joseph, Justice. Edward A. McQuade, Clerk.

Telephone, 3860 Plaza.

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 until close of business. Summary proceedings and return causes called at 9 a. m. Calender causes, 9 a. m.

Clerk's Office open from 9 a. m. to 4 p. m., and on Saturdays until 12 m.

Trial days and Return days, each Court day.

James W. McLaughlin, Justice. Henry Merzbach, Clerk.

Telephone, 2665 Chelsea

Ninth District—Twelfth Ward, except that portion thereof which lies west of the centre line of Lenox or 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 from 9 a. m. to 4 p. m.

Telephone, 3595 Harlem.

Tenth District—The Tenth District embraces that portion of the Twenty-second Ward south of Seventieth street, west of Central Park West to Fifty-ninth street, east on Fifty-ninth street to Seventh avenue, south on Seventh avenue to Fifty-third street, west on Fifty-third street to Eighth avenue, south on Eighth avenue to Fortieth street, north side to Hudson river. Court-room, No. 314 West Fifty-fourth street. Court open from 9 a. m. to 4 p. m., Sundays and legal holidays excepted.

Thomas E. Murray, Justice. Michael Skelly, Clerk.

Telephone, 1890 Columbus.

Eleventh District—The Eleventh District embraces that portion of the Twelfth Ward which lies north of the centre line of West One Hundred and Tenth street, between Lenox avenue and Seventh avenue, north of the centre line of One Hundred and Twenty-first street, between Seventh avenue and Broadway; north of the centre line of One Hundred and Nineteenth street, between Broadway and the North or Hudson river, and west of the centre line of Lenox or Sixth avenue and of the Harlem river north of the terminus of Lenox or Sixth avenue. Court-room, No. 70 Manhattan street. Clerk's Office open daily (Sundays and legal holidays excepted), from 9 a. m. to 4 p. m. Court convenes daily at 9 a. m.

Francis J. Worcester, Justice. Heman B. Wilson, Clerk.

Telephone, 6335 Morningside.

Twelfth District—The Twelfth District embraces that portion of the Twenty-second Ward north of Seventieth street, and that portion of the Twelfth Ward which lies north of the centre line of Eighth street and west of the centre line of Seventh avenue and south of the centre line of One Hundred and Twenty-first street, between Seventh avenue and Broadway, and south of the centre line of One Hundred and Nineteenth street, between Broadway and the North or Hudson river. Court-room, No. 2555 Broadway.

Alfred P. W. Seaman, Justice. James V. Gilloon, Clerk.

Telephone, 4066 Riverside.

Thirteenth District—South side of Delancey street, from East river to Pitt street; east side of Pitt street, Grand street, south side of Grand street to Norfolk street, east side of Norfolk street to Division street, south side of Division street to Catharine street, east side of Catharine street to East river. Clerk's Office open daily (Sundays and legal holidays excepted), from 9 a. m. to 4 p. m.

Leon Sanders, Justice. James J. Devlin, Clerk.

Court-room, No. 264 Madison street.

Telephone, 2596 Orchard.

Fourteenth District—The Fourteenth District embraces that portion of the Borough of Manhattan bounded as follows: Beginning at West Fortieth street and Eighth avenue, north on Eighth avenue to West Fifty-third street; east on West Fifty-third street to Seventh avenue; north on Seventh avenue to West Fifty-ninth street to Eighth avenue; north on Eighth avenue and west on Central Park West to the Transverse road at Central Park West and West Ninety-seventh street; east on Transverse road to Fifth avenue and East Ninety-seventh street; south on Ninety-sixth street to Lexington avenue; south on Lexington avenue to East Sixty-fifth street; west on East Sixty-fifth street to Park avenue; south on Park avenue to East Sixty-first street; east on East Sixty-first street to Lexington avenue; south on Lexington avenue to East Fortieth street; west on East and West Fortieth streets to the point of beginning at West Fortieth street and Eighth avenue.

Edgar J. Laufer, Justice. William J. Chamberlain, Clerk.

Court-house, No. 620 Madison avenue.

Telephone, 3873 Plaza.

Borough of The Bronx.

First District—All that part of the Twenty-fourth Ward which was lately annexed to the City and County of New York by Chapter 934 of the Laws of 1895, comprising all of the late Town 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 open daily (Sundays and legal holidays excepted), from 9 a. m. to 4 p. m. Trial of causes, Tuesday and Friday of each week.

William W. Penfield, Justice. Thomas F. Delahanty, Clerk.

Office hours, from 9 a. m. to 4 p. m.; Saturdays, closing at 12 m.

Second District—Twenty-third and Twenty-fourth Wards, except the territory described in chapter 934 of the Laws of 1895. Court-room, southeast corner of Washington avenue and One Hundred and Sixty-second street. Office hours, from 9 a. m. to 4 p. m. Court opens at 9 a. m.

John M. Tierney, Justice. Thomas A. Maher, Clerk.

Telephone, 3043 Melrose.

**OFFICIAL BOROUGH PAPERS.**

**BOROUGH OF THE BRONX.**

"North Side News," "Harlem Reporter and Bronx Chronicle," "Bronx Sentinel."

**BOROUGH OF RICHMOND.**

"Staten Islander," "Staten Island Star."

**BOROUGH OF QUEENS.**

"Long Island Star" (First and Second Wards), "Flushing Evening Journal" (Third Ward), "Long Island Farmer" (Fourth Ward), "Rockaway News" (Fifth Ward).

**BOROUGH OF BROOKLYN.**

"Brooklyn Eagle," "Brooklyn Times," "Brooklyn Citizen," "Brooklyn Standard-Union," "Brooklyn Freie Presse."

**BOROUGH OF MANHATTAN.**

"Democracy," "Tammany Times" (Harlem District), "Manhattan and Bronx Advocate" (Washington Heights, Morningside Heights and Harlem Districts).

Designated by Board of City Record June 19, 1906.

Amended June 20, 1906.

The amount of security required will be Two Thousand Dollars (\$2,000).

35 linear feet of reinforced concrete sewer, Class D, all complete, as per section on plan of the work.  
 350 linear feet of reinforced concrete sewer, Class E, all complete, as per section on plan of the work.  
 59 linear feet of reinforced concrete sewer, Class F, all complete, as per section on plan of the work.  
 278 linear feet of reinforced concrete sewer, Class G, all complete, as per section on plan of the work.  
 26 linear feet of reinforced concrete sewer, Class H, all complete, as per section on plan of the work.  
 175 linear feet of reinforced concrete sewer, Class I, all complete, as per section on plan of the work.  
 34 linear feet of reinforced concrete sewer, Class J, all complete, as per section on plan of the work.  
 345 linear feet of reinforced concrete sewer, Class K, all complete, as per section on plan of the work.  
 129 linear feet of reinforced concrete sewer, Class L, all complete, as per section on plan of the work.  
 336 linear feet of reinforced concrete sewer, Class M, all complete, as per section on plan of the work.  
 730 linear feet of salt-glazed vitrified pipe sewer of twenty (20) inches interior diameter, all complete, as per section on plan of the work.  
 387 linear feet of salt-glazed vitrified pipe sewer of eighteen (18) inches interior diameter, all complete, as per section on plan of the work.  
 1,340 linear feet of salt-glazed vitrified pipe sewer of fifteen (15) inches interior diameter, all complete, as per section on plan of the work.  
 495 linear feet of salt-glazed vitrified pipe sewer of twelve (12) inches interior diameter, all complete, as per section on plan of the work.  
 2,205 linear feet of salt-glazed vitrified pipe sewer of ten (10) inches interior diameter, all complete, as per section on plan of the work.  
 17 reinforced concrete receiving basins of circular pattern, all complete, as shown on plan on file in the office of the Commissioner of Public Works, and connected with the sewer.  
 10 reinforced concrete receiving basins, Class A, as shown on plan of the work.  
 9 reinforced concrete receiving basins, Class B, as shown on plan of the work.  
 3 temporary brick receiving basins, as shown on plan of the work.  
 15 manholes, on reinforced concrete sewers, complete, as per section on plan of the work.  
 31 manholes, on pipe sewers, complete, as per section on plan of the work.  
 2,000 linear feet of piles, furnished, driven and cut.  
 10,000 feet (B. M.) of yellow pine foundation timber and planking, in place and secured.  
 13,000 feet (B. M.) of spruce planking, in place and secured.  
 25 cubic yards of concrete, in place.  
 2 cubic yards of brick masonry.  
 1 silt box at outfall of storm water sewer, complete, as shown on plan of the work.  
 25 cubic yards of additional excavation.  
 2,000 cubic yards of additional filling.  
 618 linear feet of cast-iron pipe, of 12-inch interior diameter, not less than eighty (80) pounds per foot, furnished, laid and caulked, including all fastenings, as shown on plan of the work.  
 25,000 feet (B. M.) of sheeting, retained.  
 400 square feet of additional reinforcing metal, equal and similar to Nos. 4 and 10 expanded metal, furnished and placed.  
 400 pounds of additional reinforcing metal, equal and similar to corrugated steel rods, furnished and placed.  
 60 linear feet of additional twelve (12) inch vitrified culvert pipe, furnished and laid.  
 490 linear feet of five (5) inch concrete curb, from top of concrete sewer to new grade, as indicated on the profile.  
 450 linear feet of five (5) inch by sixteen (16) inch bluestone curb, furnished and set in concrete.  
 100 linear feet of six (6) inch pipe sewer to relay.

The time for the completion of the work and the full performance of the contract is two hundred and twenty-five (225) days.  
 The amount of security required is Twenty Thousand Dollars (\$20,000).

No. 2. FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR CONSTRUCTING A TEMPORARY SANITARY SEWER AND APPURTENANCES IN SIMONSON AVENUE, FROM TERMINUS OF PROPOSED SEWER IN SIMONSON AVENUE AS LAID OUT ON THE PLAN OF SEWER DISTRICT No. 17A TO A POINT ABOUT 475 FEET SOUTHWARD THEREFROM; ALSO A TEMPORARY COMBINED SEWER IN BAY AVENUE, SOUTHWARD OF THE TRACKS OF THE STATEN ISLAND RAPID TRANSIT RAILWAY, IN THE THIRD WARD, AS AN EXTENSION OF THE SEWER NOW IN THE COURSE OF CONSTRUCTION IN BAY AVENUE TO A POINT ABOUT 460 FEET SOUTHERLY THEREFROM, TOGETHER WITH ALL WORK INCIDENTAL THERETO.

The Engineer's estimate of the quantity and quality of the material and the nature and extent, as near as possible, of the work required is as follows:

100 linear feet of salt-glazed vitrified pipe sewer of twelve (12) inches interior diameter, all complete, as per section on plan of the work.  
 350 linear feet of salt-glazed vitrified pipe sewer of eight (8) inches interior diameter, all complete, as per section on plan of the work.

475 linear feet of salt-glazed vitrified pipe sewer of six (6) inches interior diameter, all complete, as per section on plan of the work.  
 3 manholes, complete, as per section on plan of the work.

1 flush tank, with No. 5 Van Vranken siphon set and connected with water main, complete, as per section on plan of the work.

1,000 feet of sheeting, B. M., retained.

2 reinforced concrete receiving basins with one and one-quarter (1 1/4) inch galvanized wrought iron bars, all complete, as shown on plans on file in the office of the Commissioner of Public Works, and connected with the sewer.

20 square yards of cobble gutter, to relay.

The time for the completion of the work and the full performance of the contract is thirty-five (35) days.

The amount of security required is Six Hundred and Fifty Dollars (\$650).

The contracts must be bid for separately, and the bids will be compared and the contract

awarded at a lump or aggregate sum for each contract.

Bidders are requested to make their bids or estimates upon the blank form prepared by the President, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefore at the office of the said President. The plans and drawings may be seen and other information obtained at the office of the Commissioner of Public Works of the Borough of Richmond, Borough Hall, New Brighton, Borough of Richmond.

GEORGE CROMWELL,  
President.

The City of New York, May 7, 1907.

m11,28

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

OFFICE OF THE PRESIDENT OF THE BOROUGH OF RICHMOND, BOROUGH HALL, ST. GEORGE, NEW BRIGHTON, NEW YORK CITY.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Richmond at the above office until 12 o'clock noon on

TUESDAY, MAY 28, 1907,  
Borough of Richmond.

No. 1. FOR FURNISHING AND DELIVERING THREE HUNDRED (300) BARRELS OF PORTLAND CEMENT AT SUCH POINTS WITHIN THE BOROUGH OF RICHMOND AND IN SUCH QUANTITIES FROM TIME TO TIME AS THE SUPERINTENDENT OF HIGHWAYS MAY DIRECT.

The time for the completion of the work and the full performance of the contract is until September 15, 1907.

The amount of security required is Two Hundred Dollars (\$200).

No. 2. FOR FURNISHING AND DELIVERING SIX THOUSAND (6,000) TONS OF 1/2-INCH BROKEN STONE OR SCREENINGS OF TRAP ROCK OR STATION ISLAND SYENITE AT SUCH POINTS AND IN SUCH QUANTITIES FROM TIME TO TIME AS THE SUPERINTENDENT OF HIGHWAYS MAY DIRECT UPON THE ROADS WITHIN THE PORTION OF THE BOROUGH OF RICHMOND KNOWN AS STONE DISTRICT No. 3.

The time for the completion of the work and the full performance of the contract is until September 1, 1907.

The amount of security required is Four Thousand Dollars (\$4,000).

The contracts must be bid for separately, and the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Bidders are requested to make their bids or estimates upon the blank form prepared by the President, a copy of which, with the proper envelope in which to inclose the bid, together with a copy of the contract, including the specifications, in the form approved by the Corporation Counsel, can be obtained upon application therefore at the office of the said President. The plans and drawings may be seen and other information obtained at the office of the Commissioner of Public Works of the Borough of Richmond, Richmond Building, New Brighton, Borough of Richmond.

GEORGE CROMWELL,  
President.

The City of New York, May 7, 1907.

m8,28

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

## DEPARTMENT OF CORRECTION.

OFFICE OF THE DEPARTMENT OF CORRECTION, NO. 148 EAST TWENTIETH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Correction at the above office until 11 o'clock a. m. on

TUESDAY, MAY 28, 1907,  
Borough of Manhattan.

FOR FURNISHING AND DELIVERING MOTOR, HORSE AND HAND LAWN MOWERS, FOR PARKS, BOROUGH OF THE BRONX.

The time for delivery of the articles, materials and supplies and the performance of the contract is thirty (30) days.

The amount of security required is One Thousand Dollars (\$1,000).

The bids will be compared and the contracts awarded at a lump or aggregate sum for each contract.

Blank forms may be obtained at the office of the Department of Parks, Zbrowski Mansion, Claremont Park, Borough of the Bronx.

MOSES HERRMAN,  
President;

JOSEPH I. BERRY,  
MICHAEL J. KENNEDY,

Commissioners of Parks.

m23,j13

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, JUNE 13, 1907,  
Borough of Brooklyn.

FOR FURNISHING AND DELIVERING MOTOR, HORSE AND HAND LAWN MOWERS, FOR PARKS, BOROUGH OF THE BRONX.

The time for delivery of the articles, materials and supplies and the performance of the contract is thirty (30) days.

The amount of security required is One Thousand Dollars (\$1,000).

The bids will be compared and the contracts awarded at a lump or aggregate sum for each contract.

Blank forms may be obtained at the office of the Department of Parks, Zbrowski Mansion, Claremont Park, Borough of the Bronx.

MOSES HERRMAN,  
President;

JOSEPH I. BERRY,  
MICHAEL J. KENNEDY,

Commissioners of Parks.

m18,29

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, JUNE 13, 1907,  
Borough of Brooklyn.

FOR FURNISHING ALL THE LABOR AND MATERIALS NECESSARY FOR CONSTRUCTING AND PUTTING IN PLACE THREE-RAIL PIPE FENCE AROUND GREEN-POINT PARK, IN THE BOROUGH OF BROOKLYN, AND ALL WORK INCIDENTAL THERETO.

The time allowed for the completion of the contract is within sixty (60) consecutive working days.

The amount of security required is Six Thousand Dollars (\$6,000).

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms may be obtained at the office of the Department of Parks, Litchfield Mansion, Prospect Park, Brooklyn.

MOSES HERRMAN,  
President;

JOSEPH I. BERRY,  
MICHAEL J. KENNEDY,

Commissioners of Parks.

m18,j15

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, JUNE 13, 1907,  
Borough of Brooklyn.

FOR FURNISHING AND DELIVERING FOUR HORSES AND ONE LOT OF SCRAP IRON AND JUNK.

TERMS OF SALE.

Cash payments in bankable funds at the time and place of sale, and the articles purchased are to be removed immediately after the sale. If the purchaser fails to effect removal of the articles purchased within ten days from the date of sale he shall forfeit his purchase money and the ownership of the articles purchased. The City further reserves the right to sell the articles over again; the money received at said sale is to also become the property of the City.

JOSEPH I. BERRY,  
Commissioner of Parks, Borough of The Bronx.

m24,j6

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, JUNE 13, 1907,  
Borough of Brooklyn.

FOR FURNISHING AND DELIVERING IRON AND JUNK.

TERMS OF SALE.

Cash payments in bankable funds at the time and place of sale, and the articles purchased are to be removed immediately after the sale. If the purchaser fails to effect removal of the articles purchased within ten days from the date of sale he shall forfeit his purchase money and the ownership of the articles purchased. The City further reserves the right to sell the articles over again; the money received at said sale is to also become the property of the City.

JOSEPH I. BERRY,  
Commissioner of Parks, Borough of The Bronx.

m24,j6

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, JUNE 13, 1907,  
Borough of Brooklyn.

FOR FURNISHING AND DELIVERING IRON AND JUNK.

TERMS OF SALE.

Cash payments in bankable funds at the time and place of sale, and the articles purchased are to be removed immediately after the sale. If the purchaser fails to effect removal of the articles purchased within ten days from the date of sale he shall forfeit his purchase money and the ownership of the articles purchased. The City further reserves the right to sell the articles over again; the money received at said sale is to also become the property of the City.

JOSEPH I. BERRY,  
Commissioner of Parks, Borough of The Bronx.

m24,j6

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

OFFICE OF THE DEPARTMENT OF PARKS, ARSENAL BUILDING, FIFTH AVENUE AND SIXTY-FOURTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Park Board at the above office of the Department of Parks until 3 o'clock p. m. on

THURSDAY, JUNE 13, 1907,  
Borough of Brooklyn.

FOR FURNISHING AND DELIVERING IRON AND JUNK.

TERMS OF SALE.

Cash payments in bankable funds at the time and place of sale, and the articles purchased are to be removed immediately after the sale. If the purchaser fails to effect removal of the articles purchased within ten days from the date of sale he shall forfeit his purchase money and the ownership of the articles purchased. The City further reserves the right to

The time allowed for the completion of the work will be 20 consecutive working days. The amount of security required will be One Thousand Dollars.

No. 9. FOR PAVING WITH ASPHALT BLOCKS ON A CONCRETE FOUNDATION THE ROADWAY OF TRINITY AVENUE, FROM WESTCHESTER AVENUE TO EAST ONE HUNDRED AND SIXTY-FIRST STREET, AND SETTING CURB WHERE NECESSARY.

The Engineer's estimate of the work is as follows:

8,800 square yards of completed asphalt block pavement, and keeping the same in repair for five years from date of acceptance.

1,360 cubic yards of concrete, including mortar bed.

4,200 linear feet of old curbstone, rejoined, recut on top and reset in concrete.

The time allowed for the completion of the work will be 60 consecutive working days.

The amount of security required will be Eight Thousand Dollars.

No. 10. FOR PAVING WITH ASPHALT BLOCKS ON A CONCRETE FOUNDATION THE ROADWAY OF CRESTON AVENUE, FROM BURNSIDE AVENUE TO EAST ONE HUNDRED AND EIGHTY-FOURTH STREET, AND SETTING CURB WHERE NECESSARY.

The Engineer's estimate of the work is as follows:

9,370 square yards of completed asphalt block pavement, and keeping the same in repair for five years from date of acceptance.

1,520 cubic yards of concrete, including mortar bed.

5,550 linear feet of old curbstone, rejoined, recut on top and reset in concrete.

The time allowed for the completion of the contract will be 60 consecutive working days.

The amount of security required will be Nine Thousand Dollars.

No. 11. FOR REPAVING WITH ASPHALT PAVEMENT ON THE PRESENT CONCRETE FOUNDATION THE INTERSECTION OF BROOK AVENUE, EAST ONE HUNDRED AND SIXTY-FIFTH STREET AND WEBSTER AVENUE, NORTH OF MELROSE AVENUE VIADUCT, AND SETTING CURB WHERE NECESSARY.

The Engineer's estimate of the work is as follows:

3,200 square yards of completed asphalt pavement, including binder course, and keeping the pavement in repair for five years from date of acceptance.

25 cubic yards of concrete.

30 linear feet of old curbstone, rejoined, recut on top and reset in concrete.

The time allowed for the completion of the work will be 20 consecutive working days.

The amount of security required will be Two Thousand Dollars.

No. 12. FOR PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF PARK AVENUE, EAST, FROM EAST ONE HUNDRED AND EIGHTY-THIRD STREET TO PELHAM AVENUE, AND SETTING CURB WHERE NECESSARY.

The Engineer's estimate of the work is as follows:

5,220 square yards of completed asphalt pavement, including binder course, and keeping the pavement in repair for five years from date of acceptance.

890 cubic yards of concrete.

2,700 linear feet of old curbstone, rejoined, recut on top and reset in concrete.

The time allowed for the completion of the work will be 30 consecutive working days.

The amount of security required will be Five Thousand Dollars.

No. 13. FOR PAVING WITH ASPHALT BLOCKS ON A CONCRETE FOUNDATION THE ROADWAY OF EAST ONE HUNDRED AND SEVENTIETH STREET, FROM FRANKLIN AVENUE TO BOSTON ROAD, AND SETTING CURB WHERE NECESSARY.

The Engineer's estimate of the work is as follows:

2,160 square yards of completed asphalt block pavement, and keeping the same in repair for five years from date of acceptance.

365 cubic yards of concrete, including mortar bed.

1,625 linear feet of old curbstone, rejoined, recut on top and reset in concrete.

The time allowed for the completion of the work will be 30 consecutive working days.

The amount of security required will be Two Thousand Dollars.

No. 14. FOR PAVING WITH ASPHALT BLOCKS ON A CONCRETE FOUNDATION THE ROADWAY OF PROSPECT AVENUE, FROM TREMONT AVENUE TO EAST ONE HUNDRED AND EIGHTY-NINTH STREET, AND SETTING CURB WHERE NECESSARY.

The Engineer's estimate of the work is as follows:

16,020 square yards of completed asphalt block pavement, and keeping the same in repair for five years from date of acceptance.

2,570 cubic yards of concrete, including mortar bed.

8,900 linear feet of old curbstone, rejoined, recut on top and reset in concrete.

The time allowed for the completion of the work will be 75 consecutive working days.

The amount of security required will be Fifteen Thousand Dollars.

No. 15. FOR PAVING WITH ASPHALT BLOCKS ON A CONCRETE FOUNDATION THE ROADWAY OF WILKINS AVENUE, FROM INTERVALE AVENUE TO BOSTON ROAD, AND SETTING CURB WHERE NECESSARY.

The Engineer's estimate of the work is as follows:

8,500 square yards of completed asphalt block pavement, and keeping the same in repair for five years from date of acceptance.

1,230 cubic yards of concrete, including mortar bed.

2,250 linear feet of old curbstone, rejoined, recut on top and reset in concrete.

The time allowed for the completion of the work will be 60 consecutive working days.

The amount of security required will be Eight Thousand Dollars.

No. 16. FOR PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF BEEKMAN AVENUE, FROM EAST ONE HUNDRED AND FORTY-FIRST STREET TO ST. MARY'S STREET, AND SETTING CURB WHERE NECESSARY.

The Engineer's estimate of the work is as follows:

2,120 square yards of completed asphalt pavement, including binder course, and keeping the pavement in repair for five years from date of acceptance.

380 cubic yards of concrete.

1,300 linear feet of old curbstone, rejoined, recut on top and reset in concrete.

The time allowed for the completion of the work will be 20 consecutive working days. The amount of security required will be Two Thousand Dollars.

No. 17. FOR CONSTRUCTING A SEWER AND APPURTENANCES IN WEST TWO HUNDRED AND TWENTY-NINTH STREET, BETWEEN BAILEY AVENUE AND HEATH AVENUE; AND IN HEATH AVENUE, BETWEEN KINGSBURG ROAD AND BOSTON AVENUE.

The Engineer's estimate of the work is as follows:

292 linear feet of pipe sewer, 18-inch.

790 linear feet of pipe sewer, 15-inch.

660 linear feet of pipe sewer, 12-inch.

225 spurs for house connections, over and above the cost per linear foot of sewer.

18 manholes, complete.

3 receiving basins, complete.

100 cubic yards of Class "B" concrete in place, additional to that shown on the plan.

2,000 feet (B. M.) of timber for foundations, furnished and laid, and sheeting furnished and left in place.

20 linear feet of 12-inch drain pipe, furnished and laid.

The time allowed for the completion of the work will be 125 working days.

The amount of security required will be Four Thousand Dollars.

No. 18. FOR CONSTRUCTING A SEWER AND APPURTENANCES IN CLAY AVENUE, BETWEEN EAST ONE HUNDRED AND SIXTY-SEVENTH STREET AND EAST ONE HUNDRED AND SIXTY-EIGHTH STREET.

The Engineer's estimate of the work is as follows:

165 linear feet of pipe sewer, 15-inch.

410 linear feet of pipe sewer, 12-inch.

82 spurs for house connections, over and above the cost per linear foot of sewer.

6 manholes, complete.

130 cubic yards of rock, to be excavated and removed.

5 cubic yards of Class "B" concrete, in place, additional to that shown on the plan.

1,000 feet, B. M., of timber for foundations, furnished and laid, and sheeting furnished and left in place.

10 linear feet of 12-inch drain pipe, furnished and laid.

The time allowed for the completion of the work will be 50 working days.

The amount of security required will be Four Hundred Dollars.

No. 19. FOR CONSTRUCTING SEWERS AND APPURTENANCES IN CYPRESS AVENUE, BETWEEN EAST ONE HUNDRED AND THIRTY-EIGHTH STREET AND EAST ONE HUNDRED AND FORTY-FIRST STREET.

The Engineer's estimate of the work is as follows:

622 linear feet of pipe sewer, 12-inch.

64 spurs for house connections, over and above the cost per linear foot of sewer.

7 manholes, complete.

1 receiving basin, complete.

1,000 cubic yards of rock, to be excavated and removed.

5 cubic yards of Class "B" concrete, in place, additional to that shown on the plan.

1,000 feet, B. M., of timber for foundations, furnished and laid, and sheeting furnished and left in place.

10 linear feet of 12-inch drain pipe, furnished and laid.

The time allowed for the completion of the work will be 100 working days.

The amount of security required will be Twenty-Hundred Dollars.

No. 20. FOR CONSTRUCTING A SEWER AND APPURTENANCES IN EAST ONE HUNDRED AND NINETY-NINTH STREET, BETWEEN JEROME AVENUE AND THE GRAND BOULEVARD AND CONCOURSE.

The Engineer's estimate of the work is as follows:

225 linear feet of pipe sewer, 12-inch.

29 spurs for house connections, over and above the cost per linear foot of sewer.

2 manholes, complete.

5 cubic yards of Class "B" concrete, in place, additional to that shown on the plan.

10 cubic yards of rubble masonry, in mortar, for foundations, in place.

1,000 feet, B. M., of timber for foundations, furnished and laid, and sheeting furnished and left in place.

10 linear feet of 12-inch drain pipe, furnished and laid.

The time allowed for the completion of the work will be 30 working days.

The amount of security required will be Six Hundred Dollars.

No. 21. FOR PAVING WITH IRON SLAG BLOCKS ON A CONCRETE FOUNDATION THE ROADWAY OF CLAY AVENUE, FROM EAST ONE HUNDRED AND SIXTY-SIXTH STREET TO ONE HUNDRED AND SIXTY-SEVENTH STREET, AND FROM ONE HUNDRED AND SIXTY-EIGHTH STREET TO WENDOVER AVENUE, AND SETTING CURB WHERE NECESSARY.

The Engineer's estimate of the work is as follows:

18,050 square yards of completed iron slag block pavement, and keeping the same in repair for five years from date of acceptance.

2,760 cubic yards of concrete, including mortar bed.

8,900 linear feet of old curbstone, rejoined, recut on top and reset in concrete.

The time allowed for the completion of the work will be 75 consecutive working days.

The amount of security required will be Twenty-Two Thousand Dollars.

No. 22. FOR CONSTRUCTING A SEWER AND APPURTENANCES IN GARRISON AVENUE, BETWEEN LONGWOOD AVENUE AND WHITTIER STREET.

The Engineer's estimate of the work is as follows:

944 linear feet of pipe sewer, 30-inch.

740 linear feet of pipe sewer, 18-inch.

15 linear feet of pipe sewer, 15-inch.

380 linear feet of pipe sewer, 12-inch.

212 spurs for house connections, over and above the cost per linear foot of sewer.

21 manholes, complete.

4 receiving basins, complete.

3,350 cubic yards of rock to be excavated and removed.

5 cubic yards of Class "B" concrete, in place, additional to that shown on the plan.

10 cubic yards of broken stone for foundations.

5,000 feet (B. M.) of timber for foundations, furnished and laid, and sheeting furnished and left in place.

10 linear feet of 12-inch drain pipe, furnished and laid.

130 linear feet of 6-inch pipe as risers for house connections, including surrounding concrete.

The time allowed for the completion of the work will be 300 working days.

The amount of security required will be Ten Thousand Dollars.

Blank forms can be obtained upon application therefor, and the plans and specifications may be seen and other information obtained at said office.

LOUIS F. HAFFEN,

President.

m22,j4

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

## DEPARTMENT OF DOCKS AND FERRIES.

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 12 o'clock m.

WEDNESDAY, JUNE 5, 1907.

CONTRACT NO. 1072.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR DREDGING ABOUT 100,000 CUBIC YARDS ON THE NORTH RIVER, AND ON THE EAST AND HARLEM RIVERS, BOROUGHS OF MANHATTAN, BROOKLYN, QUEENS AND THE BRONX, AND IN THE BOROUGH OF RICHMOND.

The time for the completion of the work and the full performance of the contract is on or before May 31, 1908.

The amount of security required is Thirty Thousand Dollars.

The bidder will state the price per cubic yard, by which the bids will be tested.

The time for the completion of the work and the full performance of the contract is on or before October 31, 1907.

The amount of security required is Seven Hundred and Twenty Dollars.

The bidder will state the price per one hundred pounds by which the bids will be tested, and awards made to the lowest bidder.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the said Department.

J. A. BENSEL,  
Commissioner of Docks.

Dated May 15, 1907.

m16,28

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

OFFICE OF THE DEPARTMENT OF DOCKS AND FERRIES, PIER "A," FOOT OF BATTERY PLACE, NORTH RIVER, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Docks at the above office until 12 o'clock m. on

MONDAY, MAY 27, 1907.

Borough of Manhattan.

CONTRACT NO. 1069.

FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR CURBING AND FLAGGING AND FOR LAYING GRANITE PAVEMENT, WITH CROSSWALKS, WITHIN THE AREA OF THE MARGINAL STREET ON THE CHELSEA SECTION, BETWEEN BLOOMFIELD AND WEST FIFTEENTH STREETS, NORTH RIVER.

The time for the completion of the work and the full performance of the contract is on or before the expiration of 150 calendar days.

The amount of security required is Twenty-four Thousand Five Hundred Dollars.

The bidder will state the price for all the work called for in the specifications or schedules, by which the bids will be tested. The bids will be compared and the contract awarded at a lump or aggregate sum.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the said Department.

J. A. BENSEL,  
Commissioner of Docks.

Dated May 13, 1907.

m14,27

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

DEPARTMENT OF DOCKS AND FERRIES, PIER "A," NORTH RIVER, NEW YORK, March 31, 1904.

THE COMMISSIONER HAS FIXED THE amounts of bonds required on contracts awarded by this Department, as follows:

On all contracts for supplies, 40 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is not over \$200,000, 40 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is over \$200,000, but not over \$1,000,000, 25 per cent. of the estimated cost;

On all contracts, other than contracts for supplies, where the estimated cost is over \$1,000,000, 20 per cent. of the estimated cost.

JOSEPH W. SAVAGE,  
Secretary.

## FIRE DEPARTMENT.

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10:30 o'clock a. m. on

TUESDAY, JUNE 4, 1907.

Boroughs of Brooklyn and Queens.

NO. 1. FOR FURNISHING AND DELIVERING HARNESS SHOP SUPPLIES FOR THE REPAIR SHOPS IN BROOKLYN.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before January 1, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

NO. 2. FOR FURNISHING AND DELIVERING MISCELLANEOUS SUPPLIES FOR THE REPAIR SHOPS IN BROOKLYN.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before January 1, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each item (class) and awards made to the lowest bidder on each item (class); or the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

FRANCIS J. LANTRY,  
Fire Commissioner.

Dated May 22, 1907.

m23,j4

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10:30 o'clock a. m. on

TUESDAY, JUNE 4, 1907.

Boroughs of Brooklyn and Queens.

NO. 1. FOR FURNISHING AND DELIVERING PAINTERS' SUPPLIES FOR THE REPAIR SHOPS IN BROOKLYN.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before January 1, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each item (class) and awards made to the lowest bidder on each item (class); or the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

FRANCIS J. LANTRY,  
Fire Commissioner.

Dated May 22, 1907.

m23,j4

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before January 1, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

NO. 2. FOR FURNISHING AND DELIVERING HARDWARE SUPPLIES FOR THE REPAIR SHOPS IN BROOKLYN.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before January 1, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each item (class) and awards made to the lowest bidder on each item (class); or the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Department, Nos. 157 and 159 East Sixty-seventh street, Manhattan.

FRANCIS J. LANTRY,  
Fire Commissioner.

Dated May 22, 1907.

m23,j4

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, NOS. 157 AND 159 EAST SIXTY-SEVENTH STREET, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Fire Commissioner at the above office until 10:30 o'clock a. m. on

TUESDAY, JUNE 4, 1907,

Boroughs of Manhattan and The Bronx.

NO. 1. FOR FURNISHING AND DELIVERING NOZZLES AND PIPE HOLDERS FOR NEW FIREBOATS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before January 1, 1908.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total for each class and awards made to the lowest bidder on each class; or the bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Fire Commissioner.

FRANCIS J. LANTRY,  
Fire Commissioner.

Dated May 22, 1907.

m23,j4

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

HEADQUARTERS OF THE FIRE DEPARTMENT OF THE CITY OF NEW YORK, BOROUGH OF BROOKLYN AND QUEENS, May 21, 1907.

TO CONTRACTORS.

Lot No. 33. 53 pieces old hose, 2 1/2 inch fabric.

Lot No. 34. 53 pieces old hose, 2 1/2 inch fabric.

Lot No. 35. 53 pieces old hose, 2 1/2 inch fabric.

Lot No. 36. 53 pieces old hose, 2 1/2 inch fabric.

Lot No. 37. 53 pieces old hose, 2 1/2 inch fabric.

Lot No. 38. 41 pieces old hose, 2 1/2 inch rubber.

Lot No. 39. 41 pieces old hose, 2 1/2 inch rubber.

Lot No. 40. 42 pieces old hose, 2 1/2 inch rubber.

Lot No. 41. 42 pieces old hose, 2 1/2 inch rubber.

Lot No. 42. 17 pieces old suction hose, eight 4 1/2 inch, four 3 inch and five 2 1/2 inch.

Each lot will be sold separately.

The right to reject all bids is reserved.

The highest bidder for each lot, in case the bids are accepted, will be required to pay for the same, in cash, at the time of sale, and must remove the articles within twenty-four hours thereafter.

The articles may be seen at any time before the day of sale at the place above mentioned.

FRANCIS J. LANTRY,

Fire Commissioner.

m21,j3

DEPARTMENT OF FIRE, CITY OF NEW YORK, BOROUGH OF BROOKLYN AND QUEENS, May 21, 1907.

WILLIAM H. SMITH, AUCTIONEER,

on behalf of the Fire Department of the City of New York, Boroughs of Brooklyn and Queens, will offer for sale at public auction to the highest bidder, for cash, at the Hospital and Training Stables, St. Edwards and Bolivar streets, Borough of Brooklyn, on

MONDAY, JUNE 3, 1907,

at 1:30 p. m., the following six horses, no longer fit for service in the department, and known as Nos. 348, 701, 787, 1,051, 1,546 and 1,591.

FRANCIS J. LANTRY,

Fire Commissioner.

m21,j3

## DEPARTMENT OF PUBLIC CHARITIES.

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH STREET, NEW YORK.

TO CONTRACTORS.

## PROPOSALS FOR BIDS OR ESTIMATES.

SEALED BIDS OR ESTIMATES WILL BE received by the Department of Public Charities at the above office until 2:30 o'clock p. m. on

MONDAY, JUNE 3, 1907,

FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED TO REPAIR THE PLASTER WORK IN EACH OF THE THREE COTTAGES AT THE NEW YORK CITY FARM COLONY, BOROUGH OF RICHMOND, THE CITY OF NEW YORK.

The time allowed for the completion of the work and full performance of the contract is thirty (30) consecutive working days.

The security required will be Six Hundred Dollars (\$600).

The bidder will state one aggregate price for the whole work described and specified, as the contract is entire and for a complete job.

Blank forms and further information may be obtained at the office of the Architect of the Department, foot of East Twenty-sixth street, The City of New York, where plans and specifications may be seen.

ROBERT W. HEBBERD,

Commissioner.

Dated May 22, 1907.

m22,j3

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

DEPARTMENT OF PUBLIC CHARITIES, FOOT OF EAST TWENTY-SIXTH STREET, NEW YORK.

TO CONTRACTORS.

## PROPOSALS FOR BIDS OR ESTIMATES.

Quantities marked "estimated" are for the accumulation of year 1907, and contracts based on such quantities are for such period of time. All quantities to be more or less and estimated only.

All qualities to be "as are."

ASSIGNMENTS OF CONTRACTS WILL NOT BE RECOGNIZED UNLESS APPROVED BY THE COMMISSIONER.

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 Commissioner reserves 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.

The City of New York, May 13, 1907.

ROBT. W. HEBBERD,  
Commissioner of Public Charities.

m14.24

DEPARTMENT OF PUBLIC CHARITIES, THE CITY OF NEW YORK, BOROUGHS OF BROOKLYN AND QUEENS, NO. 327 SCHERMERHORN STREET, BROOKLYN, N. Y.

SALE OF GREASE, BARRELS, BONES, RAGS, METAL AND MISCELLANEOUS ARTICLES.

THE UNDERSIGNED WILL SELL AT public auction to the highest bidder, on the grounds of the Kings County Hospital, Clarkson street, Brooklyn, N. Y., on

MONDAY, MAY 27, 1907,

at 11 a. m.:

About 105,000 pounds bones.

About 18,700 pounds grease.

About 300 pounds brass.

Bids on metals, bones and fat must be per pound—on barrels per piece.

All qualities to be "more or less." All qualities to be "as are."

All aforesaid articles must be received by the purchaser at the aforesaid hospitals, and removed therefrom immediately upon being notified that same are ready for delivery, except in the case of bones and grease, which must be removed every other day by the purchaser without previous notice.

Each successful bidder will be required to pay 25 per cent. of the estimated amount of his purchase. Such amount shall be fixed by the Commissioner, and said purchasers shall pay said sum to him on the day of the sale, and shall pay the balance in cash or certified check on a New York City bank to the General Medical Superintendent upon delivery of the goods.

The Commissioner reserves the right to reject all bids, also the right to order a resale of any articles that shall not have been removed by the purchaser within ten days after a written notice has been mailed to him to do so. This, however, does not apply to the bones and grease, which, if not removed every other day, the Commissioner reserves the right to sell without notice.

In all cases of resale, the purchaser is to forfeit to the use of The City of New York the 25 per cent. paid at the time of sale.

The City of New York, May 13, 1907.

ROBT. W. HEBBERD,  
Commissioner of Public Charities.

m14.24

## BOROUGH OF BROOKLYN.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM 15, MUNICIPAL BUILDING, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m. on

WEDNESDAY, JUNE 12, 1907.

FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING RELIEF SEWER IN GOLD STREET, FROM PIER-HEAD LINE TO JOHNSON STREET, AND IN JOHNSON STREET, FROM GOLD STREET TO HUDSON AVENUE, SECTION NO. 1, DIVISION NO. 2, GOLD STREET SYSTEM.

The Engineer's estimate of the quantities is as follows:

173 linear feet outlet, Section A.  
175 linear feet outlet, Section B.  
80 linear feet connecting chamber.  
1,775 linear feet 162-inch circular sewer.  
1,431 linear feet 156-inch circular sewer.  
928 linear feet 150-inch circular sewer.  
20 linear feet 3 feet by 4 feet 6 inches egg-shaped sewer.  
160 linear feet 24-inch pipe sewer.  
230 linear feet 18-inch pipe sewer.  
1,440 linear feet 15-inch pipe sewer.  
5,900 linear feet 12-inch pipe sewer.  
30 linear feet 24-inch pipe temporary drain.  
160 linear feet 15-inch pipe temporary drain.  
295 linear feet 12-inch pipe temporary drain.  
4,130 linear feet 12-inch pipe sub drain.  
3 manholes, Class "A."  
7 manholes, Class "B."  
2 manholes, Class "C."  
1 manhole on 3 feet by 4 feet 6 inches egg-shaped sewer.  
74 manholes on pipe sewer.  
53 sewer basins reconnected.  
1,100,000 feet (B. M.) sheeting and bracing.  
420,000 feet (B. M.) foundation planking.  
2,400 cubic yards foundation concrete.  
90,000 linear feet bearing piles.  
50,000 feet (B. M.) pile capping.  
2,700 linear feet oak fender piles.  
260,000 feet (B. M.) yellow pine sheet piling and wales.  
2,280 cubic yards rip-rap or cobblestone fill, inside of coffer dam.  
370 cubic yards rip-rap, outside of coffer dam.

The time allowed for the completion of the work and full performance of the contract is four hundred (400) working days.

The amount of security required is One Hundred and Seventy-five Thousand Dollars (\$175,000).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per linear foot, foot board measure, cubic yard or other unit of measure, by which the bids will be tested.

The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Bureau of Sewers, the

Borough of Brooklyn, Mechanics' Bank Building, Brooklyn.

BIRD S. COLER,  
President.

Dated May 13, 1907.

m23.12

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM 15, MUNICIPAL BUILDING, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m. on

WEDNESDAY, JUNE 5, 1907,

No. 1. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON EAST SEVENTH STREET, FROM CHURCH AVENUE TO JOHNSON STREET.

The Engineer's estimate of the quantities is as follows:

160 cubic yards of earth excavation.  
640 cubic yards of earth filling, to be furnished.

1,475 linear feet of concrete curb.

7,070 square feet of cement sidewalk.

The time for the completion of the work and the full performance of the contract is Twenty-five (25) working days.

The amount of security required is One Thousand Dollars.

No. 2. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON EAST TWENTY-NINTH STREET, FROM FARRAGUT ROAD TO GLENWOOD ROAD.

The Engineer's estimate of the quantities is as follows:

1,530 linear feet of new curbstone to be set in concrete.

20 linear feet of old curbstone to be reset.

875 cubic yards of earth excavation.

470 cubic yards of earth filling, not to be bid for.

80 cubic yards of concrete, not to be bid for.

7,010 square feet of cement sidewalk.

The time for the completion of the work and the full performance of the contract is twenty (20) working days.

The amount of security required is One Thousand Dollars.

No. 3. FOR REGULATING AND PAVING WITH ASPHALT PAVEMENT ON A CONCRETE FOUNDATION THE ROADWAY OF EAST TWENTY-NINTH STREET, FROM FARRAGUT ROAD TO GLENWOOD ROAD.

The Engineer's estimate of the quantities is as follows:

2,560 square yards of asphalt pavement.

360 cubic yards of concrete.

The time for the completion of the work and the full performance of the contract is twenty (20) working days.

The amount of security required is One Thousand Seven Hundred Dollars.

No. 4. FOR REGULATING, GRADING, CURBING AND LAYING SIDEWALKS ON EAST THIRTY-FIRST STREET, FROM CLARENCE ROAD TO NEWKIRK AVENUE.

The Engineer's estimate of the quantities is as follows:

2,560 square yards of asphalt pavement.

360 cubic yards of concrete.

The time for the completion of the work and the full performance of the contract is twenty-five (25) working days.

The amount of security required is One Thousand Seven Hundred Dollars.

No. 5. FOR REGULATING, GRADING, CURBING, GUTTERING AND LAYING SIDEWALKS ON FIFTEENTH AVENUE, FROM FORTY-SECOND STREET TO SIXTIETH STREET.

The Engineer's estimate of the quantities is as follows:

2,090 square yards of brick gutters on a concrete foundation.

9,280 linear feet of new curbstone, to be set in concrete.

70 linear feet of old curbstone, to be reset.

697 cubic yards of concrete, not to be bid for.

13,335 square feet of cement sidewalk.

The time for the completion of the work and the full performance of the contract is Twenty-five (25) working days.

The amount of security required is Four Thousand Dollars (\$4,000).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The bids will be compared and the contract awarded at a lump or aggregate sum.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Bureau of Public Buildings and Offices, the Borough of Brooklyn, No. 29 Municipal Building, Brooklyn.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM 15, MUNICIPAL BUILDING, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m. on

WEDNESDAY, MAY 29, 1907,

FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN SEVENTH AVENUE, FROM FORTY-THIRD STREET TO FORTY-FOURTH STREET.

Each bidder will name for what percentage of the standard, as stated below, he will contract to furnish all the materials and do all the work for the above-named sewer and appurtenances, and upon this percentage the comparison and tests of bids will be made. Estimate of Engineer and unit prices to be considered and taken as 100 per cent. of the cost.

1. 245 linear feet 12-inch pipe sewer, at \$1.98 per linear foot.....	\$485 10
2. 230 linear feet 6-inch house connection drains, at \$1.05 per linear foot.....	241 50
3. 2 manholes, at \$50 each.....	100 00
4. 1 sewer basin, at \$130.....	130 00
	\$956 60

The time allowed for the completion of the work and full performance of the contract is 30 working days.

The amount of security required is Five Thousand Dollars.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested.

The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Bureau of Sewers, the Borough of Brooklyn, Mechanics' Bank Building, Brooklyn.

BIRD S. COLER,  
President.

Dated April 26, 1907.

m17.29

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM 15, MUNICIPAL BUILDING, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m. on

WEDNESDAY, MAY 29, 1907,

FOR FURNISHING AND DELIVERING JANITOR'S SUPPLIES TO THE VARIOUS PUBLIC BUILDINGS, BATHS AND COMFORT STATIONS.

The time allowed for the delivery of the articles and full performance of the contract is 60 days.

The amount of security required is Four Thousand Dollars (\$4,000).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, gallon, yard or other unit of measure, by which the bids will be tested. The bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Bureau of Public Buildings and Offices, the Borough of Brooklyn, No. 29 Municipal Building, Brooklyn.

BIRD S. COLER,  
President.

Dated April 30, 1907.

m17.29

*See General Instructions to Bidders on the last page, last column, of the "City Record."*

OFFICE OF THE PRESIDENT OF THE BOROUGH OF BROOKLYN, ROOM 15, MUNICIPAL BUILDING, BOROUGH OF BROOKLYN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Brooklyn at the above office until 11 o'clock a. m. on

WEDNESDAY, MAY 29, 1907,

FOR FURNISHING AND DELIVERING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER IN EAST NINTH STREET, FROM DITMAS AVENUE TO EIGHTEENTH AVENUE.

The time allowed for the completion of the work and full performance of the contract is 30 working days.

The amount

No. 13. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER BASINS AT THE NORTHERLY AND EASTERLY CORNERS OF NINETEENTH AVENUE AND EIGHTY-FIFTH STREET.

The Engineer's estimate of the quantities is as follows:

2 sewer basins.

The time allowed for the completion of the work and the full performance of the contract is 15 working days.

The amount of security required is Two Hundred Dollars.

No. 14. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER BASINS AT THE EASTERLY AND SOUTHERLY CORNERS OF FOURTH STREET AND EIGHTH AVENUE.

The Engineer's estimate of the quantities is as follows:

2 sewer basins.

The time allowed for the completion of the work and full performance of the contract will be 15 working days.

The amount of security required will be Two Hundred Dollars.

No. 15. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER BASINS ON BAY FOURTEENTH STREET, AT THE EASTERNLY CORNER OF BATH AVENUE, AND AT THE NORTHERLY AND EASTERLY CORNERS OF CROSEY AVENUE.

The Engineer's estimate of the quantities is as follows:

1 sewer basin.

The time allowed for the completion of the work and full performance of the contract is 15 working days.

The amount of security required will be Two Hundred Dollars.

No. 16. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER BASIN AT THE SOUTHERLY CORNER OF BATH AVENUE AND BAY THIRTEENTH STREET.

The Engineer's estimate of the quantities is as follows:

1 sewer basin.

The time allowed for the completion of the work and full performance of the contract is 10 working days.

The amount of security required is One Hundred Dollars.

No. 17. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER BASIN ON THE NORTHEASTERLY CORNER OF GREENWOOD AVENUE AND GRAVESEND AVENUE.

The Engineer's estimate of the quantities is as follows:

1 sewer basin.

The time allowed for the completion of the work and full performance of the contract is 10 working days.

The amount of security required is One Hundred Dollars.

No. 18. FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR CONSTRUCTING SEWER BASIN AT THE SOUTHEAST CORNER OF KENT AVENUE AND KOSCIUSKO PLACE.

The Engineer's estimate of the quantities is as follows:

1 sewer basin.

The time allowed for the completion of the work and full performance of the contract is ten working days.

The amount of security required is One Hundred Dollars.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per linear foot, foot B. M., cubic yard, square yard or other unit of measure, by which the bids will be tested. The bids will be compared and the contract awarded at a lump or aggregate sum for each contract.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Bureau of Sewers, the Borough of Brooklyn, Mechanics' Bank Building, Brooklyn.

BIRD S. COLER,  
President.

Dated May 15, 1907.

m17,29

See General Instructions to Bidders on the last page, last column, of the "City Record."

### MUNICIPAL CIVIL SERVICE COMMISSION.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, May 23, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from THURSDAY, MAY 23, UNTIL 4 P. M. THURSDAY, JUNE 6, 1907, for the position of INSPECTOR OF SEWER CONSTRUCTION.

The examination will be held on

THURSDAY, JUNE 27, 1907,

at 10 a. m.

The subjects and weights of the examination are as follows:

Technical ..... 5  
Experience ..... 2  
Mathematics ..... 1  
Report ..... 2

The percentage required is 75 on the technical paper and 70 on all.

Vacancies are constantly occurring in the offices of the five Borough Presidents.

The salary is \$4 per day.

The minimum age is 21 years.

FRANK A. SPENCER,  
Secretary.

m23,j27

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, May 21, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from TUESDAY, MAY 21, UNTIL 4 P. M. TUESDAY, JUNE 4, 1907, for the position of TELEGRAPH OPERATOR (MALE).

The examination will be held on

TUESDAY, JUNE 25, 1907,

at 10 a. m.

The subjects and weights of the examination are as follows:

Technical ..... 6  
Experience ..... 3  
Arithmetic ..... 1

The percentage required is 75 on the technical paper and 70 on all.

Part of the examination will consist of a practical test in sending and receiving messages.

There are three (3) vacancies in the Fire Department.

The salary is \$1,200 per annum.

The minimum age is 21 years.

FRANK A. SPENCER,  
Secretary.

m21,j28

MUNICIPAL CIVIL SERVICE COMMISSION, No. 51 LAFAYETTE STREET, NEW YORK CITY, May 14, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications for the following positions in the Labor Class will be received on and after

MONDAY, MAY 27, 1907,

viz.:

LABOR CLASS, PART 2.

ASPHALT WORKER.

FOREMAN ASPHALT WORKER.  
WILLIAM F. BAKER,  
President;  
R. ROSS APPLETON,  
ALFRED J. TALLEY,  
Civil Service Commissioners.

FRANK A. SPENCER,  
Secretary.

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, April 22, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from Monday, April 22, until 4 p. m., Monday, May 6, 1907, for the position of STATIONARY ENGINEER (ELECTRIC PUMPING STATIONS).

The examination will be held on Monday, May 27, 1907, at 10 a. m.

The subjects and weights of the examination are as follows:

Technical ..... 5  
Experience ..... 4  
Mathematics ..... 1

The percentage required is 75 on the technical paper and 70 on all.

Candidates will be required to take charge of and operate the new high-pressure Fire Service Pumping Stations, using electric machinery and centrifugal pumps.

They must be familiar with the use and operation of high and low tension electric machinery and have had at least four years' experience as an apprentice or practical machinist, and at least three years' experience in handling high tension electric machinery.

The salary is \$1,500 per annum.

There will be six vacancies in Manhattan and six in Brooklyn.

The minimum age is 23 years.

FRANK A. SPENCER,  
Secretary.

a22,m27

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, April 2, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from TUESDAY, APRIL 2, UNTIL 4 P. M. THURSDAY, MAY 16, 1907, for the position of ASSISTANT ENGINEER (DESIGNER).

The examination will be held on

TUESDAY, JUNE 4, 1907,

at 10 a. m.

The subjects and weights of the examination are as follows:

Technical ..... 40  
Mathematics ..... 15  
Experience ..... 30  
Report ..... 15

The percentage required is 75 on the technical paper and 70 on all.

Candidates must have had at least five years' experience, part of which should have been in water-work designing and construction. Graduation from a technical school of recognized standing will be accepted as the equivalent of two years' experience.

The examination is open to all citizens of the United States, and the rule requiring that two of the vouchers for candidates residing outside of the City of New York must be residents of The City of New York is waived for this examination.

The salary is \$2,100 per annum and up.

A number of vacancies exist in the Board of Water Supply.

The minimum age is 25 years.

FRANK A. SPENCER,  
Secretary.

a2,j4

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, NEW YORK, March 13, 1907.

PUBLIC NOTICE IS HEREBY GIVEN that applications will be received from WEDNESDAY, MARCH 13, UNTIL 4 P. M. MONDAY, MAY 13, for the position of TOPOGRAPHICAL DRAUGHTSMAN.

The examination will be held on

WEDNESDAY, MAY 29, 1907,

at 10 a. m.

The subjects and weights of the examination are as follows:

Technical ..... 5  
Experience ..... 2  
Mathematics ..... 1  
Neatness ..... 1

The percentage required is 75 on the technical paper and 70 on all.

The examination is open to all citizens of the United States.

Vacancies exist in the Board of Water Supply.

Certification will be made for appointment at \$1,200 per annum only.

The minimum age is 21 years.

FRANK A. SPENCER,  
Secretary.

m21,m29

MUNICIPAL CIVIL SERVICE COMMISSION, No. 299 BROADWAY, CITY OF NEW YORK.

PUBLIC NOTICE WILL BE GIVEN OF all competitive examinations two weeks in advance of the date upon which the receipt of applications for any scheduled examination will close. Applications will be received for only such examinations as are scheduled.

When an examination is advertised, a person desiring to compete in the same may obtain an application blank upon request made in writing or by personal application at the office of the Commission.

All notices of examinations will be posted in the office of the Commission, City Hall, Municipal Building, Brooklyn, and advertised in the CITY RECORD for two weeks in advance of the date upon which the receipt of applications will close for any stated position.

Public notice will also be given by advertisement in most of the City papers.

Wherever an examination is of a technical character, due notice is given by advertisement in the technical journals appertaining to the particular profession for which the examination is called.

Such notices will be sent to the daily papers as matters of news, and to the General Post-

office and stations thereof. The scope of the examination will be stated, but for more general information application should be made at the office of the Commission.

Unless otherwise specifically stated, the minimum age requirement for all positions is 21.

WILLIAM F. BAKER,  
President;

R. ROSS APPLETON,  
ALFRED J. TALLEY,  
Commissioners.

FRANK A. SPENCER,  
Secretary.

12-24-03

### BOARD OF ASSESSORS.

PUBLIC NOTICE IS HEREBY GIVEN TO the owner or owners of all houses and lots, improved or unimproved lands affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

#### BOROUGH OF QUEENS.

List 8456, No. 1. Sewer and appurtenances in Crescent street, from Grand avenue to Newtown avenue, First Ward.

The limits within which it is proposed to lay the said assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land situated on—

No. 1. Both sides of Crescent street, from Grand to Newtown avenue.

All persons whose interests are affected by the above-named proposed assessments, and who are opposed to the same, or either of them, are requested to present their objections in writing to the Secretary of the Board of Assessors, No. 320 Broadway, New York, on or before July 2, 1907, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

ANTONIO ZUCCA,  
PAUL WEIMANN,  
JAMES H. KENNEDY,

Board of Assessors.

WILLIAM H. JASPER,  
Secretary,  
No. 320 Broadway,  
City of New York, Borough of Manhattan,  
May 23, 1907.

m23,j4

PUBLIC NOTICE IS HEREBY GIVEN TO the owner or owners of all houses and lots, improved or unimproved lands affected thereby, that the following proposed assessments have been completed and are lodged in the office of the Board of Assessors for examination by all persons interested, viz.:

#### BOROUGH OF THE BRONX.

List 9158, No. 1. Paving with granite block pavement on sand foundation East One Hundred and Thirty-sixth street, from the west side of Cypress avenue to the East river, and setting curb where necessary.

List 9159, No. 2. Paving with granite block pavement on sand foundation East One Hundred and Fifty-first street, from Mott to River avenue, and curbing where necessary.

List 9216, No. 3. Sewer and appurtenances in East One Hundred and Seventy-fourth street, between Jerome and

quested to present their objections, in writing, to the Secretary of the Board of Assessors, No. 320 Broadway, New York, on or before June 18, 1907, at 11 a. m., at which time and place the said objections will be heard and testimony received in reference thereto.

ANTONIO ZUCCA,  
PAUL WEIMANN,  
JAMES H. KENNEDY,  
Board of Assessors.

WILLIAM H. JASPER,  
Secretary,  
No. 320 Broadway,  
City of New York, Borough of Manhattan,  
May 16, 1907.

m16,27

## DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY.

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

TUESDAY, MAY 28, 1907,  
Borough of Manhattan.

FOR FURNISHING, INSTALLING, MAINTAINING AND RESERVING FOR THE USE OF THE HIGH PRESSURE FIRE SERVICE, ALL APPARATUS AND EQUIPMENT NECESSARY FOR GENERATING AND TRANSMITTING 3,250 KILOWATTS OF THREE PHASE, 6,600 VOLTS, 25 CYCLE ELECTRIC POWER, AND FURNISHING AND DELIVERING THIS POWER, UNDER THE TERMS OF THIS CONTRACT TO DECEMBER 31, 1907, AT EACH OF THE HIGH PRESSURE FIRE SERVICE PUMPING STATIONS, LOCATED IN THE BOROUGH OF MANHATTAN, AT OLIVER AND SOUTH STREETS AND AT GANSEVOORT AND WEST STREETS, RESPECTIVELY.

The time allowed for the furnishing, installing, and so on of the apparatus and equipment necessary under the terms of this contract for each of the High Pressure Fire Service Pumping Stations, located as above, is one hundred and eighty (180) calendar days.

The amount of security required for furnishing the above is Thirty Thousand Dollars (\$30,000).

The bidder will state the price of each item or article contained in the specifications or schedules and in the contract for the furnishing and so on of the apparatus, equipment and power required, as measured by meter or other unit of measure by which the bids will be tested.

Blank forms may be obtained at the office of the Department of Water Supply, Gas and Electricity, Room 1319 Park Row Building, Nos. 13 to 21 Park row, New York.

JOHN H. O'BRIEN,  
Commissioner.

New York, May 10, 1907.

m15,28

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

TUESDAY, MAY 28, 1907,  
Borough of Brooklyn.

FOR FURNISHING, INSTALLING, MAINTAINING AND RESERVING FOR THE USE OF THE HIGH PRESSURE FIRE SERVICE, ALL APPARATUS AND EQUIPMENT NECESSARY FOR GENERATING AND TRANSMITTING 1,830 KILOWATTS OF THREE PHASE, 6,600 VOLTS, 25 CYCLE ELECTRIC POWER, AND FURNISHING AND DELIVERING THIS POWER UNDER THE TERMS OF THIS CONTRACT TO DECEMBER 31, 1907, AT EACH OF THE HIGH PRESSURE FIRE SERVICE PUMPING STATIONS, LOCATED IN THE BOROUGH OF BROOKLYN, AT FURMAN AND JORALEMON STREETS AND AT WILLOUGHBY AND ST. EDWARDS STREETS, RESPECTIVELY.

The time allowed for the furnishing, installing, and so on, of the apparatus and equipment necessary under the terms of this contract for each of the high pressure fire service pumping stations, located as above, is one hundred and eighty (180) calendar days.

The amount of security required for furnishing the above is Thirty Thousand Dollars (\$30,000).

The bidder will state the price of each item or article contained in the specifications or schedules and in the contract for the furnishing and so on, of the apparatus, equipment and power required, as measured by meter or other unit of measure, by which the bids will be tested.

Blank forms may be obtained at the office of the Department of Water Supply, Gas and Electricity, Room 1319 Park Row Building, Nos. 13 to 21 Park row, New York.

JOHN H. O'BRIEN,  
Commissioner.

New York, May 10, 1907.

m15,28

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock p. m. on

WEDNESDAY, MAY 29, 1907.  
Borough of Brooklyn.

No. 1. FOR FURNISHING AND DELIVERING SULPHATE OF ALUMINA.

The time for delivery of the articles, materials and supplies, and the performance of the contract is until May 15, 1908.

The amount of security shall be Two Thousand Dollars (\$2,000).

No. 2. FOR FURNISHING AND DELIVERING HARNESS.

The time for delivery of the articles, materials and supplies and the performance of the contract is twenty (20) calendar days.

The amount of security shall be Five Hundred Dollars (\$500).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested.

The bids will be compared and contracts awarded to the lowest bidder in the aggregate or lump sum on each number.

Delivery will be required to be made from time to time and in such quantities and places as may be directed.

Blank forms may be obtained at the office of the Department of Water Supply, Gas and Electricity, the Borough of Manhattan, Nos. 13 to 21 Park row, and at Room 25, Municipal Building, Borough of Brooklyn.

JOHN H. O'BRIEN,  
Commissioner.

Dated May 13, 1907.

m14,29

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF WATER SUPPLY, GAS AND ELECTRICITY, ROOM 1536, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Board of Trustees at the above office until 3 o'clock p. m. on

Applications for bills, or payments by mail, should be accompanied by addressed, stamped envelopes for return, to secure prompt attention.

JOHN H. O'BRIEN,  
Commissioner.

m1,j4

## BELLEVUE AND ALLIED HOSPITALS.

BELLEVUE AND ALLIED HOSPITALS DEPARTMENT OF NEW YORK CITY, TWENTY-SIXTH STREET AND FIRST AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Board of Trustees at the above office until 3 o'clock p. m. on

WEDNESDAY, MAY 29, 1907.

FOR ALL THE LABOR AND MATERIALS REQUIRED FOR A VACUUM DUST SWEEPING AND CLEANING PLANT, IN PAVILIONS A AND B OF THE NEW BELLEVUE HOSPITAL, SITUATED ON FIRST AVENUE AND BOUND BY TWENTY-SIXTH AND TWENTY-NINTH STREETS, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

The surety required will be Three Thousand Dollars (\$3,000).

The time for the completion of the work and the full performance of the contract is within one hundred and sixty-nine (169) consecutive calendar days from the date of executing the contract.

Blank forms may be obtained and the plans and drawings may be seen at the office of the Contract Clerk, No. 419 East Twenty-sixth street, Borough of Manhattan, where bids and deposits are also delivered.

JOHN W. BRANNAN,  
President, Board of Trustees, Bellevue and Allied Hospitals.

Dated May 16, 1907.

m18,29

See General Instructions to Bidders on the last page, last column, of the "City Record."

BELLEVUE AND ALLIED HOSPITALS DEPARTMENT OF NEW YORK CITY, TWENTY-SIXTH STREET AND FIRST AVENUE, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Board of Trustees at the above office until 3 p. m. on

WEDNESDAY, MAY 29, 1907.

FOR FURNITURE FOR THE NEW FORDHAM HOSPITAL.

The surety required will be fifty per cent. (50%) of the amount of the bid.

The time for the delivery of the supplies and the full performance of the contract is within twenty-eight (28) days after notice of award.

The bids will be read from the total, and will be compared and awarded to the lowest bidder for the class, as specified, as soon thereafter as practicable, according to law.

Blank forms may be obtained at the office of the Contract Clerk, No. 419 East Twenty-sixth street, Borough of Manhattan, where the bids and deposits are also delivered.

JOHN W. BRANNAN,  
President, Board of Trustees, Bellevue and Allied Hospitals.

Dated May 16, 1907.

m18,29

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF EDUCATION.

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF QUEENS.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock a. m. on

MONDAY, JUNE 3, 1907,  
Borough of Brooklyn.

No. 1. FOR ALTERATIONS, REPAIRS, ETC., FOR PUBLIC SCHOOLS 19, 19 ANNEX, 26, 31, 33, 35, 37, 51, 55, 59, 71, 73, 87, 106, 113, 116, 126, 137, BOROUGH OF BROOKLYN.

The time allowed to complete the whole work on each school will be 55 working days, as provided in the contract.

The amount of security required is as follows:

Item 1.....	\$2,000 00
Item 2.....	1,800 00
Item 3.....	1,600 00
Item 4.....	1,200 00
Item 5.....	1,800 00
Item 6.....	2,000 00

A separate proposal must be submitted for each item and award will be made thereon.

## Borough of Queens.

No. 9. FOR ADDITIONS TO AND ALTERATIONS IN ELECTRIC EQUIPMENT IN PUBLIC SCHOOLS 20, 23 AND 47, BOROUGH OF QUEENS.

The time allowed to complete the whole work on each school will be to August 15, 1907, as provided in the contract.

The amount of security required is as follows:

Public School 20.....	\$100 00
Public School 23.....	300 00
Public School 47.....	400 00

A separate proposal must be submitted for each school and award will be made thereon.

No. 10. FOR INSTALLING ELECTRIC EQUIPMENT IN ADDITION TO AND ALTERATIONS IN PUBLIC SCHOOL 39, ON CORNER OF STATE STREET AND ROANOKE AVENUE, FAR ROCKAWAY, BOROUGH OF QUEENS.

The time allowed to complete the whole work will be 40 working days, as provided in the contract.

The amount of security required is Two Thousand Dollars.

No. 11. FOR THE CONSTRUCTION OF TEMPORARY SCHOOL BUILDINGS AT PUBLIC SCHOOLS 51, 52, 53, 54, 57 AND 67, BOROUGH OF QUEENS.

The time allowed to complete the whole work on each school will be until August 24, 1907, as provided in the contract.

The amount of security required is as follows:

Public School 51.....	\$4,000 00
Public School 52.....	2,000 00
Public School 53.....	1,000 00
Public School 54.....	2,000 00
Public School 57.....	2,000 00
Public School 67.....	4,000 00

A separate proposal must be submitted for each item and award will be made thereon.

On Contracts 4, 5, 6, 7 and 10 the bids will be compared and the contract awarded in a lump sum to the lowest bidder on each contract.

On Contracts Nos. 8, 9 and 11 the bidders must state the price of each or any article or item contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested.

Extensions must be made and footed up, as the bids will be read from the total of each item and award made to the lowest bidder on each item.

Delivery will be required to be made at the time and manner and in such quantities as may be directed.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent, at Estimating Room, ninth floor, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan; and also at Branch Office, No. 69 Broadway, Flushing, Borough of Queens, for work for their respective boroughs.

C. B. J. SNYDER,  
Superintendent of School Buildings.

Dated May 22, 1907.

m21,j3

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock a. m. on

MONDAY, MAY 27, 1907,  
Borough of Brooklyn.

No. 1. FOR ALTERATIONS, REPAIRS, ETC., FOR PUBLIC SCHOOLS 1, 2, 3, 3 ANNEX, 4, 7, 12, 14, 15, 41, 44, 69, 97, 101, 102, 111, 118, 119, 128, Girls' High School, Borough of Brooklyn.

The time allowed to complete the whole work on each school will be 55 working days, as provided in the contract.

The amount of security required is as follows:

Public School 1.....	\$800 00
Public School 2.....	2,200 00
Public School 3.....	3,200 00
Public School 3 Annex.....	1,200 00
Public School 4.....	2,000 00
Public School 7.....	1,200 00
Public School 12.....	300 00
Public School 14.....	800 00
Public School 15.....	1,500 00
Public School 41.....	800 00
Public School 44.....	800 00
Public School 69.....	400 00
Public School 97.....	300 00
Public School 98.....	2,000 00
Public School 101.....	700 00
Public School 102.....	400 00
Public School 111.....	300 00
Public School 118.....	800 00
Public School 119.....	500 00
Public School 128.....	400 00
Girls' High School.....	3,200 00

A separate proposal must be submitted for each school and award will be made thereon.

No. 2. FOR THE GENERAL CONSTRUCTION, ETC., OF ADDITIONS TO AND ALTERATIONS IN PUBLIC SCHOOL 64, ON BELMONT AVENUE, BERRIMAN AND ATKINS STREETS, BOROUGH OF BROOKLYN.

The time allowed to complete the whole work will be 390 working days, as provided in the contract.

The amount of security required is One Hundred and Seventy-five Thousand Dollars.

No. 3. FOR INSTALLING HEATING AND VENTILATING APPARATUS IN NEW PUBLIC SCHOOL 150, ON CHRISTOPHER AVENUE AND SACKMAN STREET, ABOUT 100 FEET SOUTH OF BELMONT AVENUE, BOROUGH OF BROOKLYN.

The time allowed to complete the whole work will be 130 working days, as provided in the contract.

The amount of security required is \$25,000.

No. 4. FOR THE GENERAL CONSTRUCTION, ETC., OF NEW PUBLIC SCHOOL 158, ON ASHFORD STREET, BELMONT AVENUE AND WARWICK STREET, BOROUGH OF BROOKLYN.

The time allowed to complete the whole work will be 300 working days, as provided in the contract.

The amount of security required is \$160,000.

On Contracts Nos. 2, 3 and 4 the bids will be compared and the contract awarded in a lump sum to the lowest bidder on each contract.

On Contract No. 1 the bidders must state the price of each or any article or item contained in the specifications or schedules herein contained or hereto annexed, by which the bids will be tested.

Extensions must be made and footed up, as the bids will be read from the total of each item and award made to the lowest bidder on each item.

Delivery will be required to be made at the time and manner and in such quantities as may be directed.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent at Estimating Room, ninth floor, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan.

Dated May 15, 1907. C. B. J. SNYDER, Superintendent of School Buildings. m15.27

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF EDUCATION, CORNER OF PARK AVENUE AND FIFTY-NINTH STREET, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Superintendent of School Buildings at the above office of the Department of Education until 11 o'clock a. m. on

MONDAY, MAY 27, 1907,  
Borough of Manhattan.

No. 5. FOR REPAIRS, ALTERATIONS AND ADDITIONS TO THE ELECTRIC BELL SYSTEMS IN PUBLIC SCHOOLS 11, 19, 33, 36, 75 AND 107, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work on each school will be to August 15, 1907, as provided in the contract.

The amount of security required is as follows:

Public School 11.....	\$1,000 00
Public School 19.....	200 00
Public School 33.....	600 00
Public School 36.....	400 00
Public School 75.....	300 00
Public School 107.....	200 00

A separate proposal must be submitted for each school and award will be made thereon.

No. 6. FOR THE GENERAL CONSTRUCTION, ETC., OF ADDITIONS TO AND ALTERATIONS IN PUBLIC SCHOOL 14, NO. 225, EAST TWENTY-SEVENTH STREET, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be 100 working days, as provided in the contract.

The amount of security required is Twenty Thousand Dollars.

No. 7. FOR ALTERATIONS, REPAIRS, ETC., FOR PUBLIC SCHOOLS 28, 32, 33, 55, 58, 67, 87, 127, 141, HIGH SCHOOL OF COMMERCE AND DE WITT CLINTON HIGH SCHOOL, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work on each school will be 55 working days, as provided in the contract.

The amount of security required is as follows:

Public School 28.....	\$700 00
Public School 32.....	500 00
Public School 33.....	700 00
Public School 55.....	300 00
Public School 58.....	500 00
Public School 67.....	500 00
Public School 87.....	1,400 00
Public School 127.....	300 00
Public School 141.....	500 00
High School of Commerce.....	800 00
De Witt Clinton High School.....	900 00

A separate proposal must be submitted for each school and award will be made thereon.

No. 8. FOR INSTALLING ELECTRIC EQUIPMENT IN ADDITION TO AND ALTERATIONS IN PUBLIC SCHOOL 32, NO. 357, WEST THIRTY-FIFTH STREET, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be 60 working days, as provided in the contract.

The amount of security required is Five Hundred Dollars.

No. 9. FOR REPAIRS, ALTERATIONS AND ADDITIONS TO THE ELECTRIC BELL SYSTEM IN PUBLIC SCHOOLS 76, 84, 94 AND 117, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work on each school will be to August 15, 1907, as provided in the contract.

The amount of security required is as follows:

Public School 76.....	\$600 00
Public School 84.....	500 00
Public School 94.....	700 00
Public School 117.....	400 00

A separate proposal must be submitted for each school and award will be made thereon.

No. 10. FOR REPAIRING RETAINING WALL AT PUBLIC SCHOOL 93, AMSTERDAM AVENUE AND NINETY-THIRD STREET, BOROUGH OF MANHATTAN.

The time allowed to complete the whole work will be 30 working days, as provided in the contract.

The amount of security required is Five Hundred Dollars.

Boroughs of Manhattan and The Bronx.

No. 11. FOR REPAIRS, ALTERATIONS AND ADDITIONS TO THE ELECTRIC BELL SYSTEMS IN PUBLIC SCHOOLS 78, 159, 169 AND 184, BOROUGH OF MANHATTAN, AND PUBLIC SCHOOLS 2 AND 20, BOROUGH OF THE BRONX.

The time allowed to complete the whole work on each school will be to August 15, 1907, as provided in the contract.

The amount of security required is as follows:

Public School 78.....	\$600 00
Public School 159.....	800 00
Public School 169.....	600 00
Public School 184.....	300 00
Public School 2.....	300 00
Public School 20.....	700 00

A separate proposal must be submitted for each school and award will be made thereon.

Borough of Queens.

No. 12. FOR INSTALLING ELECTRIC EQUIPMENT IN NEW PUBLIC SCHOOL 16, ON EAST SIDE OF Sycamore AVENUE, BETWEEN LAKE AND PARK STREETS, CORONA, BOROUGH OF QUEENS.

The time allowed to complete the whole work will be 100 working days, as provided in the contract.

The amount of security required is Four Thousand Dollars.

On contracts Nos. 6, 8, 10 and 12 the bids will be compared and the contract awarded in a lump sum to the lowest bidder on each contract.

On contracts Nos. 5, 7, 9 and 11 the bidders must state the price of each or any article or item contained in the specifications or schedules herein contained or hereto annexed by which the bids will be tested.

Extensions must be made and footed up, as the bids will be read from the total of each item and award made to the lowest bidder on each item.

Delivery will be required to be made at the time and manner and in such quantities as may be directed.

Blank forms, plans and specifications may be obtained or seen at the office of the Superintendent at Estimating Room, ninth floor, Hall of the Board of Education, Park avenue and Fifty-ninth street, Borough of Manhattan.

Dated May 15, 1907. C. B. J. SNYDER, Superintendent of School Buildings. m15.27

### CHANGE OF GRADE DAMAGE COMMISSION.

TWENTY-THIRD AND TWENTY-FOURTH WARDS.

PURSUANT TO THE PROVISIONS OF chapter 537 of the Laws of 1893 and the Acts amendatory thereof and supplemental thereto, notice is hereby given that meetings of the Commissioners appointed under said Acts will be held at the office of the Commission, Room 138, No. 280 Broadway (Stewart Building), Borough of Manhattan, New York City, on Mondays, Wednesdays and Fridays of each week, at 2 o'clock p. m., until further notice.

Dated New York City, November 20, 1906.

WILLIAM E. STILLINGS,  
GEORGE C. NORTON,  
OSCAR S. BAILEY,  
Commissioners.

LAMONT MCLOUGHLIN,  
Clerk.

### DEPARTMENT OF FINANCE.

CORPORATION SALE OF BUILDINGS AND APPURTENANCES THERETO ON CITY REAL ESTATE.

AT THE REQUEST OF THE COMMISSIONER of the Department of Bridges, public notice is hereby given that the Commissioners of the Sinking Fund of the City of New York, by virtue of the powers vested in them by law, will offer for sale at public auction the building standing within the lines of property owned by the City of New York, acquired for bridge purposes, said building being situated upon land described as follows, in the Borough of Manhattan.

Beginning at a point on the northerly side of East Fifty-ninth street, distant 100 feet westerly from the corner formed by the intersection of the northerly side of East Fifty-ninth street and the westerly side of First avenue; thence northerly and parallel with First avenue 100 feet, 5 inches, and thence westerly and parallel with East Fifty-ninth street 50 feet, and thence southerly and again parallel with First avenue 100 feet, 5 inches, to the northerly side of East Fifty-ninth street, and thence easterly along the northerly side of East Fifty-ninth street 50 feet to the point or place of beginning, being the premises known by the numbers 341-343 East Fifty-ninth street, in the Borough of Manhattan.

The sale of the above-described building will take place under the supervision of the Collector of City Revenue, Department of Finance, and will be held by direction of the Comptroller on

MONDAY, MAY 27, 1907,

at 11 a. m., on the premises, on the following TERMS AND CONDITIONS.

It being understood that the purchasers, at the time of the auction sale, when the said bid is accepted by the City, shall execute a contract with the City of New York for the proper compliance with these terms and conditions, which contract shall provide for liquidated damages at

so much per day for each and every day the removal of the buildings, etc., remains incomplete, after the expiration of sixty days from the day of sale. A copy of said contract is on file in the office of the Collector of City Revenue, Department of Finance, Room 141, No. 280 Broadway, Borough of Manhattan.

The buildings and appurtenances thereto will be sold to the highest bidder, who must pay immediately cash or a certified check drawn to the order of the Comptroller of The City of New York, and must either give a cash bond or an approved bond of a surety company in the amount of the purchase price as security for the faithful performance of the terms and conditions of the sale and of the contract.

All the buildings, structures and parts thereof, their fixtures and foundations of every class and description within the described area are to be torn down to a level two feet below the existing curb, and structures which may exist within

## THIRTIETH WARD, SECTION 19.

BAY SIXTEENTH STREET—REGULATING, GRADING, PAVING, CURBING, LAYING CROSSWALKS and PAVING GUTTERS, from Cropsey avenue to Eighty-sixth street. Area of assessment: Both sides of Bay Sixteenth street, from Cropsey avenue to Eighty-sixth street, and to the extent of half the block at the intersecting streets and avenues.

— that the same was confirmed by the Board of Revision of Assessments May 16, 1907, and entered May 16, 1907, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of 7 per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides \* \* \* "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Mechanics' Bank Building, Court and Montague streets, Borough of Brooklyn, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. until 12 m., and all payments made thereon on or before July 15, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of 7 per centum per annum from the date when such assessment became a lien to the date of payment.

HERMAN A. METZ,  
Comptroller.

City of New York—Department of Finance,  
Comptroller's Office, May 16, 1907.

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DEPARTMENT OF FINANCE, CITY OF NEW YORK,  
BUREAU FOR THE COLLECTION OF ASSESSMENTS  
AND ARREARS, BOROUGH OF BROOKLYN, May 17,  
1907.

NOTICE IS HEREBY GIVEN TO ALL whom it may concern that, in pursuance of law, a list has been prepared and may be obtained at the office of the Deputy Collector of Assessments and Arrears in the Borough of Brooklyn, Mechanics' Bank Building (third floor), corner of Montague and Court streets, in said Borough, of the parcels of land and premises in said Borough upon which any tax, assessment or water rates levied or imposed subsequent to July 1, 1882, and prior to January 1, 1889, had been returned or transmitted to the former Registrar of Arrears prior to the thirty-first day of December, 1897, or to the Collector of Assessments and Arrears subsequent thereto, and now remains unpaid and in arrears, and that the said several parcels of land specified in the said list will be sold, at public auction, to the highest bidder, on

WEDNESDAY, JUNE 19, 1907,

at 2 o'clock p. m., in the Borough Hall, in the said Borough of Brooklyn, in the large room designated Room No. 2, in the rear of the Borough Hall, now used by the Spanish War Veterans' Association, for the payment of the aggregate amount of all arrears of taxes, assessments and water rents due thereon and returned and transmitted as aforesaid, with all default, interest and expenses accrued thereon.

HERMAN A. METZ,  
Comptroller of The City of New York.  
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## NOTICE TO PROPERTY OWNERS.

IN PURSUANCE OF SECTION 1018 OF THE Greater New York Charter, the Comptroller of The City of New York hereby gives public notice to all persons, owners of property, affected by the following assessment for LOCAL IMPROVEMENTS in THE BOROUGH OF THE BRONX:

TWENTY-THIRD AND TWENTY-FOURTH WARDS, SECTION 11.

JENNINGS STREET—REGULATING, GRADING, SETTING CURBSTONE, FLAGGING THE SIDEWALKS, LAYING CROSSWALKS, BUILDING APPROACHES AND PLACING FENCES, from Stebbins avenue to West Farms road. Area of assessment: Both sides of Jennings street, from Stebbins avenue to West Farms road, and to the extent of half the block at the intersecting streets and avenues.

— that the same was confirmed by the Board of Revision of Assessments May 16, 1907, and entered May 16, 1907, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, and unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessments interest will be collected thereon, as provided in section 1019 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry thereof in the said Record of Titles of Assessments it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides \* \* \* "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessment is payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before July 15, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when the above assessment became a lien to the date of payment.

HERMAN A. METZ,  
Comptroller.

City of New York—Department of Finance,  
Comptroller's Office, May 16, 1907.

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## 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 streets in the BOROUGH OF THE BRONX:

TWENTY-THIRD WARD, SECTIONS 9 AND 10.

EAST ONE HUNDRED AND FIFTIETH STREET—OPENING, from Brook avenue to St. Ann's avenue. Confirmed April 22, 1907; entered May 16, 1907. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at a point formed by the intersection of the southerly line of Westchester avenue and a line parallel to and distant one hundred (100) feet west of the westerly line of Brook avenue; thence running easterly along the southerly line of Westchester avenue to its intersection with a line parallel to and distant one hundred (100) feet east of the easterly line of St. Ann's avenue; thence southerly along said parallel line to its intersection with the northerly line of East One Hundred and Forty-ninth street; thence westerly along said line to its intersection with a line parallel to and distant one hundred (100) feet west of the westerly line of Brook avenue; thence northerly along said parallel line to the point or place of beginning.

TWENTY-FOURTH WARD, SECTION 11.

BELMONT STREET—OPENING, from Inwood avenue to Featherbed lane. Confirmed April 24, 1907; entered May 16, 1907. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of the westerly line of the Grand Boulevard and Concourse and a line lying parallel to and distant 100 feet southerly from the southerly line of Belmont street; running thence northerly along said westerly line of Grand Boulevard and Concourse to a line parallel to and distant 100 feet northerly from a northerly line of Belmont street; thence westerly along said line parallel to Belmont street to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Inwood avenue; thence northerly along said parallel line to its intersection with the middle line of the block between Belmont street and East One Hundred and Seventy-fourth street; thence westerly along said middle line at its westerly prolongation to its intersection with a line parallel to and distant 100 feet east from the easterly line of Macomb's road; thence northerly along said parallel line to its intersection with the easterly prolongation of a line parallel to and distant 100 feet northerly from the northerly line of East One Hundred and Seventy-fifth street; thence westerly along said prolongation and parallel line to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Macomb's road; thence northerly along said parallel line to its intersection with the northerly line of Featherbed lane; thence westerly along said parallel line to its intersection with the easterly line of Aqueduct avenue; thence northerly along the line parallel to and distant 100 feet easterly from the easterly line of Montgomery avenue to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Aqueduct avenue; thence southerly along said parallel line to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Montgomery avenue; thence northerly along said parallel line to its intersection with the westerly line of Inwood avenue and 100 feet southerly from the southerly line of Featherbed lane; thence easterly along a line parallel to and distant 100 feet southerly from the southerly line of Featherbed lane to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Macomb's road; thence southerly along said parallel line to its intersection with the westerly line of Belmont street; thence easterly along said line parallel to Belmont street to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Inwood avenue; thence northerly along said parallel line to its intersection with the northerly line of Belmont street; thence easterly along said line parallel to and distant 100 feet easterly from the easterly line of Macomb's road; thence northerly along said parallel line to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Belmont street; thence along said line parallel to Belmont street to the point or place of beginning.

TWENTY-FOURTH WARD, SECTION 11.

BELMONT STREET—OPENING, from Inwood avenue to Featherbed lane. Confirmed April 24, 1907; entered May 16, 1907. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of the westerly line of the Grand Boulevard and Concourse and a line lying parallel to and distant 100 feet southerly from the southerly line of Belmont street; running thence northerly along said westerly line of Grand Boulevard and Concourse to a line parallel to and distant 100 feet northerly from a northerly line of Belmont street; thence westerly along said line parallel to Belmont street to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Inwood avenue; thence northerly along said parallel line to its intersection with the middle line of the block between Belmont street and East One Hundred and Seventy-fourth street; thence westerly along said middle line at its westerly prolongation to its intersection with a line parallel to and distant 100 feet east from the easterly line of Macomb's road; thence northerly along said parallel line to its intersection with the easterly line of East One Hundred and Seventy-fifth street; thence westerly along said prolongation and parallel line to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Macomb's road; thence northerly along said parallel line to its intersection with the northerly line of Featherbed lane; thence westerly along said parallel line to its intersection with the easterly line of Aqueduct avenue; thence northerly along the line parallel to and distant 100 feet easterly from the easterly line of Montgomery avenue to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Aqueduct avenue; thence southerly along said parallel line to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Montgomery avenue; thence northerly along said parallel line to its intersection with the westerly line of Inwood avenue and 100 feet southerly from the southerly line of Featherbed lane; thence easterly along a line parallel to and distant 100 feet southerly from the southerly line of Featherbed lane to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Macomb's road; thence southerly along said parallel line to its intersection with the westerly line of Belmont street; thence easterly along said line parallel to Belmont street to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Inwood avenue; thence northerly along said parallel line to its intersection with the northerly line of Belmont street; thence easterly along said line parallel to and distant 100 feet easterly from the easterly line of Macomb's road; thence northerly along said parallel line to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Belmont street; thence along said line parallel to Belmont street to the point or place of beginning.

TWENTY-FOURTH WARD, SECTION 11.

BELMONT STREET—OPENING, from Inwood avenue to Featherbed lane. Confirmed April 24, 1907; entered May 16, 1907. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of the westerly line of the Grand Boulevard and Concourse and a line lying parallel to and distant 100 feet southerly from the southerly line of Belmont street; running thence northerly along said westerly line of Grand Boulevard and Concourse to a line parallel to and distant 100 feet northerly from a northerly line of Belmont street; thence westerly along said line parallel to Belmont street to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Inwood avenue; thence northerly along said parallel line to its intersection with the middle line of the block between Belmont street and East One Hundred and Seventy-fourth street; thence westerly along said middle line at its westerly prolongation to its intersection with a line parallel to and distant 100 feet east from the easterly line of Macomb's road; thence northerly along said parallel line to its intersection with the easterly line of East One Hundred and Seventy-fifth street; thence westerly along said prolongation and parallel line to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Macomb's road; thence northerly along said parallel line to its intersection with the northerly line of Featherbed lane; thence westerly along said parallel line to its intersection with the easterly line of Aqueduct avenue; thence northerly along the line parallel to and distant 100 feet easterly from the easterly line of Montgomery avenue to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Aqueduct avenue; thence southerly along said parallel line to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Montgomery avenue; thence northerly along said parallel line to its intersection with the westerly line of Inwood avenue and 100 feet southerly from the southerly line of Featherbed lane; thence easterly along a line parallel to and distant 100 feet southerly from the southerly line of Featherbed lane to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Macomb's road; thence southerly along said parallel line to its intersection with the westerly line of Belmont street; thence easterly along said line parallel to Belmont street to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Inwood avenue; thence northerly along said parallel line to its intersection with the northerly line of Belmont street; thence easterly along said line parallel to and distant 100 feet easterly from the easterly line of Macomb's road; thence northerly along said parallel line to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Belmont street; thence along said line parallel to Belmont street to the point or place of beginning.

TWENTY-FOURTH WARD, SECTION 11.

BELMONT STREET—OPENING, from Inwood avenue to Featherbed lane. Confirmed April 24, 1907; entered May 16, 1907. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of the westerly line of the Grand Boulevard and Concourse and a line lying parallel to and distant 100 feet southerly from the southerly line of Belmont street; running thence northerly along said westerly line of Grand Boulevard and Concourse to a line parallel to and distant 100 feet northerly from a northerly line of Belmont street; thence westerly along said line parallel to Belmont street to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Inwood avenue; thence northerly along said parallel line to its intersection with the middle line of the block between Belmont street and East One Hundred and Seventy-fourth street; thence westerly along said middle line at its westerly prolongation to its intersection with a line parallel to and distant 100 feet east from the easterly line of Macomb's road; thence northerly along said parallel line to its intersection with the easterly line of East One Hundred and Seventy-fifth street; thence westerly along said prolongation and parallel line to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Macomb's road; thence northerly along said parallel line to its intersection with the northerly line of Featherbed lane; thence westerly along said parallel line to its intersection with the easterly line of Aqueduct avenue; thence northerly along the line parallel to and distant 100 feet easterly from the easterly line of Montgomery avenue to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Aqueduct avenue; thence southerly along said parallel line to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Montgomery avenue; thence northerly along said parallel line to its intersection with the westerly line of Inwood avenue and 100 feet southerly from the southerly line of Featherbed lane; thence easterly along a line parallel to and distant 100 feet southerly from the southerly line of Featherbed lane to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Macomb's road; thence southerly along said parallel line to its intersection with the westerly line of Belmont street; thence easterly along said line parallel to Belmont street to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Inwood avenue; thence northerly along said parallel line to its intersection with the northerly line of Belmont street; thence easterly along said line parallel to and distant 100 feet easterly from the easterly line of Macomb's road; thence northerly along said parallel line to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Belmont street; thence along said line parallel to Belmont street to the point or place of beginning.

TWENTY-FOURTH WARD, SECTION 11.

BELMONT STREET—OPENING, from Inwood avenue to Featherbed lane. Confirmed April 24, 1907; entered May 16, 1907. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of the westerly line of the Grand Boulevard and Concourse and a line lying parallel to and distant 100 feet southerly from the southerly line of Belmont street; running thence northerly along said westerly line of Grand Boulevard and Concourse to a line parallel to and distant 100 feet northerly from a northerly line of Belmont street; thence westerly along said line parallel to Belmont street to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Inwood avenue; thence northerly along said parallel line to its intersection with the middle line of the block between Belmont street and East One Hundred and Seventy-fourth street; thence westerly along said middle line at its westerly prolongation to its intersection with a line parallel to and distant 100 feet east from the easterly line of Macomb's road; thence northerly along said parallel line to its intersection with the easterly line of East One Hundred and Seventy-fifth street; thence westerly along said prolongation and parallel line to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Macomb's road; thence northerly along said parallel line to its intersection with the northerly line of Featherbed lane; thence westerly along said parallel line to its intersection with the easterly line of Aqueduct avenue; thence northerly along the line parallel to and distant 100 feet easterly from the easterly line of Montgomery avenue to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Aqueduct avenue; thence southerly along said parallel line to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Montgomery avenue; thence northerly along said parallel line to its intersection with the westerly line of Inwood avenue and 100 feet southerly from the southerly line of Featherbed lane; thence easterly along a line parallel to and distant 100 feet southerly from the southerly line of Featherbed lane to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Macomb's road; thence southerly along said parallel line to its intersection with the westerly line of Belmont street; thence easterly along said line parallel to Belmont street to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Inwood avenue; thence northerly along said parallel line to its intersection with the northerly line of Belmont street; thence easterly along said line parallel to and distant 100 feet easterly from the easterly line of Macomb's road; thence northerly along said parallel line to its intersection with a line parallel to and distant 100 feet westerly from the westerly line of Belmont street; thence along said line parallel to Belmont street to the point or place of beginning.

TWENTY-FOURTH WARD, SECTION 11.

BELMONT STREET—OPENING, from Inwood avenue to Featherbed lane. Confirmed April 24, 1907; entered May 16, 1907. Area of assessment includes all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of the w

## IMPROVEMENTS in the BOROUGH OF THE BRONX:

**TWENTY-THIRD WARD, SECTION 9.**  
EAST ONE HUNDRED AND SIXTY-SECOND STREET—REGULATING, GRADING, CURBING, FLAGGING, LAYING CROSS-WALKS, BUILDING APPROACHES AND PLACING FENCES, from Morris avenue to Sherman avenue. Area of assessment: Both sides of One Hundred and Sixty-second street, from Morris avenue to Sherman avenue, and to the extent of half the block at the intersecting avenues.

**TWENTY-FOURTH WARD, SECTION 11.**

EAST ONE HUNDRED AND SEVENTY-FOURTH STREET—REGULATING, GRADING, CURBING, FLAGGING, LAYING CROSS-WALKS, BUILDING APPROACHES AND PLACING FENCES, from Eden avenue to Topping avenue. Area of assessment: Both sides of One Hundred and Seventy-fourth street, from Eden avenue to Topping avenue, and to the extent of half the block at the intersecting and terminating streets and avenues.

**CROTONA AVENUE—PAVING THE ROAD-WAY**, from Crotona Park to East One Hundred and Eighty-seventh street, and SETTING CURB. Area of assessment: Both sides of Crotona avenue, from Crotona Park to One Hundred and Eighty-seventh street, and to the extent of half the block at the intersecting streets and avenues—that the same were confirmed by the Board of Revision of Assessments May 9, 1907, and entered on May 9, 1907, in the Record of Titles of Assessments, kept in the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, 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 159 of said Greater New York Charter.

Said section provides, in part, that "If any such assessment shall remain unpaid for the period of sixty days after the date of entry of the same in the Record of Titles of Assessments, it shall be the duty of the officer authorized to collect and receive the amount of such assessment to charge, collect and receive interest thereon at the rate of seven per centum per annum, to be calculated to the date of payment from the date when such assessment became a lien, as provided by section 159 of this act."

Section 159 of this act provides "An assessment shall become a lien upon the real estate affected thereby ten days after its entry in the said record."

The above assessments are payable to the Collector of Assessments and Arrears at the Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents, in the Municipal Building, corner of One Hundred and Seventy-seventh street and Third avenue, Borough of The Bronx, between the hours of 9 a. m. and 2 p. m., and on Saturdays from 9 a. m. to 12 m., and all payments made thereon on or before July 8, 1907, will be exempt from interest, as above provided, and after that date will be subject to a charge of interest at the rate of seven per centum per annum from the date when the above assessments became liens to the date of payment.

HERMAN A. METZ,  
Comptroller.

City of New York—Department of Finance, Comptroller's Office, May 9, 1907.

m11,24

DEPARTMENT OF FINANCE, CITY OF NEW YORK, December 14, 1906.

**U**NIL FURTHER NOTICE AND UNLESS otherwise directed in any special case surety companies will be accepted as sufficient upon the following contracts to the amounts named:

Supplies of Any Description, including Gas and Electricity—

One company on a bond up to \$50,000.

Two companies on a bond up to \$125,000.

Three companies on a bond up to \$200,000.

Asphalt, Asphalt Block and Wood Block Pavements—

Two companies on a bond up to \$50,000.

Three companies on a bond up to \$125,000.

Regulating, Grading, Paving, Sewers, Water Mains, Dredging, Construction of Parks, Parkways, Etc.—

One company on a bond up to \$25,000.

Two companies on a bond up to \$75,000.

Three companies on a bond up to \$150,000.

Four companies on a bond up to \$250,000.

New Docks, Buildings, Bridges, Aqueducts, Tunnels, Etc.—

One company on a bond up to \$25,000.

Two companies on a bond up to \$75,000.

Three companies on a bond up to \$150,000.

Four companies on a bond up to \$250,000.

Repairs, Ventilating, Heating, Plumbing, Etc.—

One company on a bond up to \$25,000.

Two companies on a bond up to \$75,000.

Three companies on a bond up to \$150,000.

Four companies on a bond up to \$250,000.

On bonds regarded as hazardous risks additional surety will be required as the Comptroller sees fit in each instance.

All bonds exceeding \$250,000 will be that fact alone be considered hazardous risks, no matter what the nature of the work.

H. A. METZ,  
Comptroller.

## POLICE DEPARTMENT.

POLICE DEPARTMENT OF THE CITY OF NEW YORK, NO. 300 MULBERRY STREET, BOROUGH OF MANHATTAN.

**P**UBLIC NOTICE IS HEREBY GIVEN that the eighty-fourth public auction sale of unclaimed boats, etc., will be held at the Forty-second Sub-Precinct, foot of East One Hundred and Twenty-second street, at 11 a. m.

**TUESDAY, MAY 28, 1907,**

No. 1, 14-foot skiff.  
No. 2, 12-foot skiff.  
No. 3, 12-foot skiff.  
No. 4, 12-foot skiff.  
No. 5, 14-foot skiff.  
No. 6, 12-foot skiff.  
No. 7, 12-foot skiff.  
No. 8, 14-foot skiff.  
No. 9, 10-foot round bottom rowboat.  
No. 10, 14-foot skiff.  
No. 11, 16-foot schooner's yawl.  
No. 12, 10-foot round bottom rowboat.  
No. 13, 1 ballast log.

By order of  
THEODORE A. BINGHAM,  
Police Commissioner.

m17,28

POLICE DEPARTMENT OF THE CITY OF NEW YORK, NO. 300 MULBERRY STREET.

**S**EALED BIDS OR ESTIMATES WILL BE received by the Police Commissioner of the Police Department of The City of New York at the Bookkeeper's office, Central Department, until 10 o'clock a. m. on

**WEDNESDAY, MAY 29, 1907.**

FOR FURNISHING ALL THE LABOR AND FURNISHING AND ERECTING ALL THE

MATERIALS NECESSARY TO BUILD AND COMPLETE THE ALTERATIONS (EXCEPTING AS TO HEATING AND VENTILATING SYSTEM, BOILERS AND STEAM PIPING) OF THE NEW BUILDING ON THE BLOCK BOUNDED BY GRAND, CENTRE AND BROOME STREETS AND CENTRE MARKET PLACE, BOROUGH OF MANHATTAN, FOR HEADQUARTERS FOR THE POLICE DEPARTMENT OF THE CITY OF NEW YORK.

The time allowed for making and completing the entire work will be sixty (60) days.

The surety required will be Ten Thousand Dollars (\$10,000).

Bidders are particularly requested to examine the plans, specifications and location of the work before bidding, and they are expressly notified that no deviation from the specifications will be allowed unless the same has been previously authorized by and written permission therefor obtained from the Police Commissioner.

For particulars as to the quantity and quality of the supplies or the nature and extent of the work required or of the materials to be furnished, bidders are referred to the specifications and lists of materials, supplies and apparatus to be furnished, and to the plans on file at the office of F. L. V. Hoppin, Architect, No. 244 Fifth avenue, Borough of Manhattan, where blank forms for making bids or estimates, with the proper envelope in which to enclose the same, may be obtained.

The bidder shall state one aggregate price for the whole work described and specified, as the contract is entire and for a complete job.

Bidders will write out the total amount of their estimates, in addition to inserting the same in figures.

THEODORE A. BINGHAM,  
Police Commissioner.

Dated May 16, 1907.

m16,29

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

## POLICE DEPARTMENT—CITY OF NEW YORK.

**OWNERS WANTED BY THE PROPERTY** Clerk of the Police Department of The City of New York, No. 300 Mulberry street, Room No. 9, for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.

THEODORE A. BINGHAM,  
Police Commissioner.

POLICE DEPARTMENT—CITY OF NEW YORK, BOROUGH OF BROOKLYN.

**OWNERS WANTED BY THE DEPUTY** Property Clerk of the Police Department of The City of New York—Office, No. 209 State street, Borough of Brooklyn—for the following property, now in his custody, without claimants: Boats, rope, iron, lead, male and female clothing, boots, shoes, wine, blankets, diamonds, canned goods, liquors, etc.; also small amount of money taken from prisoners and found by Patrolmen of this Department.

THEODORE A. BINGHAM,  
Police Commissioner.

Dated May 16, 1907.

m16,29

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

## DEPARTMENT OF STREET CLEANING.

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1403, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE** received by the Commissioner of Street Cleaning at the above office until 12 o'clock m.

**WEDNESDAY, JUNE 5, 1907,**  
Boroughs of Manhattan, The Bronx  
and Brooklyn.

CONTRACT FOR FURNISHING ALL THE LABOR AND MATERIALS REQUIRED FOR THE CONSTRUCTION OF SEVEN (7) SCOWS.

The amount of security required is fifty (50) per cent. of the amount of the bid or estimate.

The time for the completion of the work and the full performance of the contract is as follows:

Three (3) scows within ninety (90) days.

Four (4) scows within one hundred and twenty (120) days.

Each bidder must bid for all the scows, and must state the price per scow, and this price must be written out and must also be given in figures.

The bids will be read and the award of the contract for the seven (7) scows will be made at a lump or aggregate sum.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, the Borough of Manhattan, Nos. 13 to 21 Park row.

M. CRAVEN,  
Commissioner of Street Cleaning.

Dated May 21, 1907.

m22,j5

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1403, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE** received by the Commissioner of Street Cleaning at the above office until 12 o'clock m.

**WEDNESDAY, JUNE 5, 1907,**  
Boroughs of Manhattan, The Bronx  
and Brooklyn.

CONTRACT FOR FURNISHING AND DELIVERING 200 SETS OF SINGLE CART HARNESS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before September 1, 1907.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per set or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total and awards made to the lowest bidder.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, the Borough of Manhattan, Nos. 13 to 21 Park row.

M. CRAVEN,  
Commissioner of Street Cleaning.

Dated May 21, 1907.

m22,j5

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

MAIN OFFICE OF THE DEPARTMENT OF STREET CLEANING, ROOM 1403, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, THE CITY OF NEW YORK.

**SEALED BIDS OR ESTIMATES WILL BE** received by the Commissioner of Street Cleaning at the above office until 12 o'clock m.

**WEDNESDAY, JUNE 5, 1907,**  
Boroughs of Manhattan and The Bronx.

CONTRACT FOR FURNISHING AND DELIVERING TWENTY (20) DRIVING HORSES.

The time for the delivery of the articles, materials and supplies and the performance of the contract is by or before June 30, 1907.

The amount of security required is fifty per cent. (50%) of the amount of the bid or estimate.

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per horse, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total and awards made to the lowest bidder.

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Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Department of Street Cleaning, the Borough of Manhattan, Nos. 13 to 21 Park row.

WM. H. EDWARDS,  
Deputy and Acting Commissioner  
of Street Cleaning.

Dated May 16, 1907.

m18,31

**See General Instructions to Bidders on the last page, last column, of the "City Record."**

ASHES, ETC., FOR FILLING IN LANDS.  
PERSONS HAVING LANDS OR PLACES

in the vicinity of New York Bay to fill in can procure material for that purpose—ashes, street sweepings, etc., collected by the Department of Street Cleaning—free of charge by applying to the Commissioner of Street Cleaning, Nos. 13 to 21 Park row, Borough of Manhattan.

MACDONOUGH CRAVEN,  
Commissioner of Street Cleaning.

BOARD MEETINGS.

The Board of Estimate and Apportionment meets in the Old Council Chamber (Room 16), City Hall, every Friday, at 10:30 o'clock a. m.

JOSEPH HAAG,  
Secretary.

The Commissioners of the Sinking Fund meet in the Old Council Chamber (Room 16), City Hall, at call of the Mayor.

N. TAYLOR PHILLIPS,  
Deputy Comptroller, Secretary.

The Board of City Record meet in the Old Council Chamber (Room 16), City Hall, at call of the Mayor.

PATRICK J. TRACY,  
Supervisor, Secretary.

street; thence along and across Boone street to One Hundred and Seventy-sixth street; thence, between West Farms road and Longfellow street, crossing One Hundred and Seventy-sixth street and Rodman place to West Farms road; thence along and across West Farms road to and across East One Hundred and Seventy-seventh street, or Tremont avenue; thence to and across Bronx street to the Bronx river; thence crossing East One Hundred and Seventy-ninth street and Lebanon street, between Bronx Park avenue and Bronx river; thence along and across East One Hundred and Eightieth street and Bronx Park avenue, at or near their intersection; thence to and across the northerly branch of West Farms road, or Adams street, between Morris Park avenue and the easterly line of Bronx Park; thence to and crossing Unionport road, between Mianna street and Burchall avenue; thence crossing Oakley street, between Mianna and Sagamore streets; thence crossing White Plains road, at or near the intersection of Sagamore street; thence crossing Brown avenue and Sagamore street, at or near their intersection; thence crossing Hunt avenue and Bear Swamp road, at or near their intersection; thence crossing Lincoln street, Jefferson street, Madison street and Bear Swamp road—Bronxdale avenue—or any extension thereof, and crossing Bronx and Pelham parkway and Williamsbridge road, at or near their intersection; thence crossing Saw Mill lane, between Williamsbridge road and Eastchester road; thence crossing Eastchester road near its intersection with Syracuse avenue; thence crossing Birch street, at or near its intersection with Kingsland avenue and Syracuse avenue; thence crossing Chestnut street, at or near its intersection with Chestnut street; thence crossing Ash street; thence Boston road, and running approximately parallel with Boston road and crossing Schieffelin's lane, Fifth avenue, or Dyer avenue, and continuing to a point in the northerly line of The City of New York near Dyer avenue and between the road to White Plains and Fifth avenue.

#### Branch Line.

Beginning at a point on the main line near Adams street and Morris Park avenue; thence running substantially parallel with Morris Park avenue and crossing Adams street, East One Hundred and Eightieth street, Lebanon street and West Farms road, One Hundred and Seventy-eighth street and Wyatt street, between Berrian avenue and Morris Park avenue; thence crossing One Hundred and Seventy-seventh street, near Berrian avenue, crossing Apsley avenue, the New York, New Haven and Hartford Railroad; thence crossing Bronx River avenue at or near its intersection with Craighill avenue; thence substantially parallel with Craighill avenue and between Craighill and Chanute avenues; as proposed in City layout of streets, crossing Westchester avenue and proposed streets to a point at or near the intersection of Craighill avenue and Lafayette avenue, as proposed on City layout of streets; thence crossing proposed streets to a point near the intersection of Leland avenue and O'Brien avenue, as shown on City layout; thence parallel to proposed Leland avenue to proposed Gildersleeve avenue; thence on a curve crossing Clason's Point road and proposed streets to a point near intersection of proposed Gildersleeve avenue and Hudson avenue; thence parallel to said proposed Hudson avenue to Barrett's creek, being the route shown on map entitled "Survey, Map and Profile of the New York and Port Chester Railroad for New York County, New York, Sections I, II, and III," adopted by the Board of Directors of said company on the 2d day of April, 1907, and signed by Marsden J. Perry, President, and Mace Moulton, Chief Engineer, and Carleton Bunc, Secretary, under seal, and adopted by two-thirds of all the directors of the company, and which map and profiles were filed in the office of the County Clerk of the City and County of New York on the 4th day of April, 1907, or any lawful amendment thereof which may be consented to by the Board of Estimate and Apportionment, or its successors in authority.

The following descriptions show in parallel columns the original route and the amended route, the portions of the route which are coincident being common to both columns:

#### ORIGINAL ROUTE.

##### Main Line.

Beginning at a point at or near the intersection of Southern Boulevard and Willis avenue, in the Borough of The Bronx, and running thence easterly between One Hundred and Thirty-fourth street and Southern Boulevard, crossing

#### AMENDED ROUTE.

##### Main Line.

Beginning at a point on the Harlem river near the point where Alexander avenue extended intersects the north bank of the Harlem river, in the Borough of The Bronx, and running thence northerly and easterly, crossing One Hundred and Thirty-second street and Southern Boulevard, between Alexander avenue and Willis avenue; thence between One Hundred and Thirty-fourth street and Southern Boulevard, crossing Willis avenue, and

Brown place to Brook avenue; thence crossing Brook avenue, and thence crossing the Southern Boulevard, between St. Ann's avenue and Brown's place; thence crossing St. Ann's avenue, between Southern Boulevard and East One Hundred and Thirty-second street; thence easterly and northeasterly between Southern Boulevard and One Hundred and Thirty-second street, to Cypress avenue; thence crossing Cypress avenue, between One Hundred and Thirty-second street and Southern Boulevard; thence between Cypress avenue and Willow avenue to One Hundred and Thirty-fourth street; thence crossing One Hundred and Thirty-fourth street to One Hundred and Thirty-fifth street; thence between Willow avenue and Southern Boulevard, crossing One Hundred and Thirty-seventh street to Willow avenue; thence crossing Willow avenue and crossing One Hundred and Thirty-eighth street, at or near its intersection with Willow avenue, to One Hundred and Thirty-ninth street; thence crossing One Hundred and Thirty-ninth street and One Hundred and Forty-first street, between Southern Boulevard and the tracks of the New York, New Haven and Hartford Railroad to One Hundred and Forty-first street; thence crossing One Hundred and Forty-first street, and thence crossing and along Southern Boulevard and Whitlock avenue at or near their junction between One Hundred and Forty-first street and One Hundred and Forty-second street; thence crossing St. Joseph's street, between Whitlock avenue and Austin place; thence crossing One Hundred and Forty-ninth street, between Austin place and Whitlock avenue, to Austin place; thence crossing Austin place and Whitlock avenue and Timpson place to Timpson place; thence between Whitlock avenue and Southern Boulevard, and crossing Timpson place, Leggett avenue, East One Hundred and Fifty-sixth street, Craven street, Longwood avenue, Lafayette avenue, Tiffany street, Barrett street, Hunt's Point road, Hoe street, Faile street, Bryan street, Longfellow street, Aldus street, Whittier street to Guttenberg street; thence between Whitlock avenue and Longfellow street, crossing Guttenberg street and Westchester avenue to and crossing Home street; thence crossing Freeman street, Boone street, Edgewater road, West Farms road and Jennings street; thence crossing East One Hundred and Seventy-second street, East One Hundred and Seventy-third street, East One Hundred and Seventy-fourth street, between West Farms road and Boone street; thence along and across Boone street to One Hundred and Seventy-sixth street; thence between West Farms road and Longfellow street, crossing One Hundred and Seventy-sixth street and Rodman place to West Farms road; thence along and across West Farms road to and across East One Hundred and Seventy-seventh street or Tremont avenue; thence to and across Bronx street to the Bronx river; thence crossing East One Hundred and Seventy-ninth street and Lebanon street, between Bronx Park avenue and Bronx river; thence along and across East One Hundred and Eightieth street and Bronx Park avenue at or near their intersection; thence to and across the northerly branch of West Farms road or Adams street, between Morris Park avenue and the easterly line of Bronx Park;

thence to and across Unionport road, an unnamed street or another branch of Unionport road, Victor street, Washington street or White Plains road, Louise street, Lincoln street, Jefferson street, Madison street and Bear Swamp road or Bronxdale avenue to Williamsbridge road; thence crossing Williamsbridge road, approximately 2,400 feet southeast of Bronx and Pelham parkway, to Bronx and Pelham parkway, approximately 2,100 feet east of its intersection with Williamsbridge road, and running thence northerly between Williamsbridge road and Eastchester road to Saw Mill lane; thence crossing Saw Mill lane near its intersection with Eastchester road; thence crossing Eastchester road or Corsa lane, between Boston Post road and Saw Mill lane;

thence crossing Boston Post road near its intersection with Schieffelin's lane to Schieffelin's lane; thence crossing Schieffelin's lane near its easterly intersection with Boston Post road; thence northerly to the City line.

#### Branch Line.

Beginning at a point at or near the southeast corner of Bronx Park, in the Borough of The Bronx; thence across or along Bronx Park avenue, East One Hundred and Eightieth street, Lebanon street, Morris Park avenue, at or near its intersection with West Farms road; thence across or along West Farms road, at or near its intersection with Morris Park avenue; thence across the Southern turnpike or Westchester avenue, at or near its intersection with Clason's Point road; thence across Clason's Point road near its intersection with Southern turnpike or Westchester avenue, being the route shown on a map entitled "Map and profile of branch line extending from main line (Bronx Park) to Clason's Point, New York City."

#### Branch Line.

Beginning at a point on the main line near Adams street and Morris Park avenue; thence running substantially parallel with Morris Park avenue and crossing Adams street, East One Hundred and Eightieth street, Lebanon street and West Farms road; One Hundred and Seventy-eighth street and Wyatt street, between Berrian avenue and Morris Park avenue; thence crossing One Hundred and Seventy-seventh street near Berrian avenue, crossing Appley avenue, the New York, New Haven and Hartford Railroad; thence crossing Bronx River avenue at or near its intersection with Craighill avenue; thence substantially parallel with Craighill avenue, and between Craighill avenue and Chanute avenue, as proposed in City layout of streets, crossing Westchester avenue and proposed streets to a point at or near the intersection of Craighill avenue and Lafayette avenue as proposed in City layout; thence crossing proposed streets to a point near the intersection of Leland avenue and O'Brien avenue, as shown on City layout; thence parallel to proposed Leland avenue to proposed Gildersleeve avenue; thence on a curve crossing Clason's Point road and proposed streets to a point near intersection of proposed Gildersleeve avenue and Hudson avenue; thence parallel to said proposed Hudson avenue to Barrett's creek.

That the copy of the said map and profile filed in the County Clerk's office on the 4th day of April, 1907, as aforesaid, showing the amendment of said route, which copy is marked Exhibit A, April 4, 1907, is submitted herewith.

The petitioner respectfully prays that the consent of the Board of Estimate and Apportionment to said route as lawfully amended, in conformity with the map and profile filed in the office of the County Clerk in the County of New York on April 4, 1907, may be given to this petitioner, and that the contract of May 31, 1906, hereinbefore referred to, may be amended so that the same shall include in Section I. thereof, in place of the route therein set forth, the amended route hereinbefore described, and shall permit your petitioner to construct, maintain and operate its railroad over such route, and in, upon and across the streets, avenues, parkways, highways and public places therein set forth, under and in accordance with and subject to all the terms and provisions of the said contract dated May 31, 1906.

Dated April 4, 1907.

NEW YORK AND PORT CHESTER RAILROAD COMPANY,

By Marsden J. Perry, President.

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

Marsden J. Perry, being duly sworn, deposes and says that he is the President of the New York and Port Chester Railroad Company; that he has read the foregoing petition and knows the contents thereof; that the same is true to his own knowledge except as to the matters stated to be alleged upon information and belief, and as to those matters he believes it to be true.

MARSDEN J. PERRY.

Sworn to before me this 4th day of April, 1907.

GEORGE C. HOLTON,

Notary Public, Kings County.

Certificate filed in New York County.

And at a meeting held May 10, 1907, the following resolutions were adopted:

Whereas, The foregoing petition from the New York and Port Chester Railroad Company, dated April 4, 1907, was presented to the Board of Estimate and Apportionment at a meeting held April 5, 1907;

Resolved, That, in pursuance of law, this Board sets Friday, the 24th day of May, 1907, at 10:30 o'clock in the forenoon, and Room 16 in the City Hall, Borough of Manhattan, as the time and place when and where such petition shall be first considered, and a public hearing be had thereon, at which citizens shall be entitled to appear and be heard; and be it further

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

JOSEPH HAAG,

Secretary.

m13,24

New York, May 10, 1907.

NOTICE IS HEREBY GIVEN THAT THE public hearing on the application of the New York and Richmond Gas Company for a franchise to construct, maintain and use pipes, mains and conductors in, under and along the streets, avenues and highways in the Fifth Ward, Borough of Richmond, for transmitting and distributing gas for light, heat and power to public and private consumers, which was fixed for May 10, 1907, by resolution duly adopted April 26, 1907, has been continued until May 24, 1907, at 10:30 o'clock a. m., in Room 16, City Hall, Borough of Manhattan, at which time and place citizens will be entitled to appear and be heard.

JOSEPH HAAG,

Secretary.

Dated New York, May 10, 1907.

m11,24

#### PUBLIC NOTICE.

#### BOARD OF ESTIMATE AND APPORTIONMENT, CITY OF NEW YORK.

AT A MEETING OF THE BOARD OF Estimate and Apportionment, held April 12, 1907, in the Old Council Chamber, City Hall, Borough of Manhattan, the following proceedings were had:

Whereas, The Fort George Street Railway Company has, under date of July 3, 1906, made application to this Board for the grant of the right, privilege and franchise to construct, maintain and operate a street surface railroad upon and along St. Nicholas (or Eleventh) avenue, between the Dyckman street station of the Interborough Rapid Transit Railroad and West One Hundred and Ninetieth street, Borough of Manhattan; and

Whereas, Section 92 of the Railroad Law and sections 72, 73 and 74 of the Greater New York Charter, as amended by chapters 629 and 630 of the Laws of 1905, provide for the manner and procedure of making such grants; and

Whereas, In pursuance to such laws, this Board adopted a resolution on July 6, 1906, fixing the date for public hearing thereon as September 28, 1906, at which citizens were entitled to appear and be heard, and publication was had for at least fourteen (14) days in the "Sun" and the "World," newspapers designated by the Mayor, and in the CITY RECORD for ten days immediately prior to the date of hearing, and the public hearing was duly held on such day; and

Whereas, This Board has made inquiry as to the money value of the franchise or right applied for, and proposed to be granted to the Fort George Street Railway Company, and the adequacy of the compensation proposed to be paid therefor; now therefore it is

Resolved, That the following form of the resolution for the grant of the franchise or right applied for by the Fort George Street Railway Company, containing the form of proposed contract for the grant of such franchise or right, be hereby introduced and entered in the minutes of this Board, as follows, to wit:

Resolved, That the Board of Estimate and Apportionment hereby grants to the Fort George Street Railway Company the franchise or right fully set out and described in the following form of proposed contract for the grant thereof, embodying all of the terms and conditions, including the provisions as to rates, fares and charges upon and subject to the terms and conditions in said proposed form of contract contained, and that the Mayor of The City of New York be and he hereby is authorized to execute and deliver such contract in the name and on behalf of The City of New York, as follows, to wit:

FORT GEORGE STREET RAILWAY COMPANY.

#### Proposed Form of Contract.

This contract made this day of 1907, by and between The City of New York (hereinafter called the City), party of the first part, by the Mayor of said City acting for and in the name of said City, under and in pursuance of the authority of the Board of Estimate and Apportionment of said City (hereinafter called the Board), and the Fort George Street Railway Company, incorporated for the purpose of building, maintaining and operating a street surface railroad (hereinafter called the Company), party of the second part, witnesseth:

In consideration of the mutual covenants and agreements herein contained, the parties hereto do hereby covenant and agree as follows:

Section 1. The City hereby grants to the Company, subject to the conditions and provisions hereinabove set forth, the right and privilege to construct, maintain and operate a street surface railroad by electrical system, together with the necessary wires and other equipment for the purpose of conveying persons and property in the Borough of Manhattan, City of New York, upon the following route:

Beginning at a point about seven hundred feet south of the intersection of Dyckman street and Nagle avenue, running thence by double track in a southerly direction through, upon and along St. Nicholas avenue to its intersection with West One Hundred and Ninetieth street, all in the Borough of Manhattan, in the City, County and State of New York.

Said route, together with turnouts, switches, stands and crossovers hereby authorized, are shown upon a map entitled:

"Map showing proposed route of the Fort George Street Railway Company, to accompany amended petition to the Board of Estimate and Apportionment. Dated October 16, 1906. Original petition dated July 3, 1906," and signed by R. E. Simon, President, and A. E. Kalbach, Consulting Engineer.

Sec. 2. The grant of this privilege is subject to the following conditions, which shall be complied with by the Company:

First.—The consent in writing of the owners of half in value of the property bounded on said streets and avenues to the construction and operation of said railroad shall be obtained by the Company within six months of the signing of this contract by the Mayor, and a copy of such consents shall be filed with the Board within such time, or in the event that such consents cannot be obtained within such time, the Company shall within two months thereafter make application to the Appellate Division of the Supreme Court for the appointment of Commissioners in the manner provided by the Railroad Law, to determine if said railroad ought to be constructed; otherwise this grant shall cease and determine, unless the period shall be extended by the Board of Estimate and Apportionment.

Second.—This consent is upon the express condition that the Company within sixty days after the signing of this contract by the Mayor and before anything is done in the exercise of the rights conferred thereby, shall enter into a traffic agreement with the Interborough Rapid Transit Company whereby passengers entering the cars of either the Company or the Interborough Rapid Transit Company (subway) shall be entitled to a continuous passage on both of the said lines upon the payment of a single fare of five cents; such agreement shall be for a period of at least twenty-five years.

Third.—The said right to construct, maintain and operate a street surface railroad as herein described, shall be held and enjoyed by the Company, its successors or assigns, for the term of twenty-five years from the date when this contract is signed by the Mayor, with the privilege of renewal of said contract for the further period of twenty-five years, upon a fair revaluation of such right and privilege. Such revaluation shall be of the right and privilege to maintain and operate the said railroad by itself, and not to include any valuation derived from the ownership, operation or control of any other railroad by the Company, its successors or assigns. The Company shall, however, not have the right to exercise such privilege of renewal until it has entered into a traffic agreement with the Interborough Rapid Transit Company, or its successors, in the operation of the Rapid Transit Railroad (subway), as above, for said renewal period.

If the Company shall determine to exercise its privilege of renewal it shall make application to the Board, or any authority which shall be authorized by law to act for the City in place of the Board. Such application shall be made at any time not earlier than two years and not later than one year before the expiration of the original term of this contract. The determination of the revaluation shall be sufficient if agreed to in writing by the Company and the Board, but in no case shall the annual rate of compensation to the City be fixed at a less amount than that sum required to be paid during the last year in this original contract.

If the Company and the Board shall not reach such agreement on or before the day one year before the expiration of the original term of this contract, then the annual rate of compensation for such succeeding twenty-five years shall be reasonable, and either the City (by the Board) or the Company shall be bound upon request of the other, to enter into a written agreement with each other fixing the rate of such compensation at such amount as shall be reasonable, and if the parties shall not forthwith agree upon what is reasonable, then the parties shall enter into a written agreement fixing such annual rate and at such amount as shall be determined by three disinterested freeholders, selected in the following manner:

One disinterested freeholder shall be chosen by the Board; one disinterested freeholder shall be chosen by the Company; these two shall choose a third disinterested freeholder, and the three so chosen shall act as appraisers and shall make the revaluation aforesaid. Such appraisers shall be chosen at least six months prior to the expiration of this original contract, and their report shall be filed with the Board within three months after they are chosen. They shall act as appraisers and not as arbitrators. They may base their judgment upon their own experience and upon such information as they may obtain by inquiries and investigation, without the presence of either party. They shall have the right to examine any of the books of the Company and its officers under oath. The valuations so ascertained, fixed and determined shall be conclusive upon both parties, but no annual sum shall, in any event, be less than the sum required to be paid for the last year of this original contract. If in any case the annual rate shall not be fixed prior to the termination of the original term of this contract, then the Company shall pay the annual rate theretofore prevailing until the new rate shall be determined, and shall then make up to the City the amount of any excess of the annual rate then determined over the previous annual rate. The compensation and expenses of the said appraisers shall be borne jointly by the City and the Company, each paying one-half thereof.

**Fourth**—Upon the termination of this original contract, or if the same is renewed, then at the termination of the said renewal term, or upon the termination of the rights hereby granted for any other cause, or upon the dissolution of the Company before such termination, the tracks and equipment of the Company constructed pursuant to this contract, within the streets and highways of the City, shall become the property of the City, without cost, and the same may be used or disposed of by the City for any purpose whatsoever, or the same may be leased to any company or individual.

At the termination of this grant as above, the City, at the election of the Board, shall have the right to purchase all the property of the Company not within the streets or avenues, at its fair market value, exclusive of any value which such property may have by reason of this contract. Such valuation shall be determined in the same manner as revaluation for a renewal of this contract, as herein provided.

If, however, at the termination of this grant as above, the City (by the Board) shall so order by resolution, the Company shall upon thirty (30) days' notice in writing from the Board, remove any and all of its tracks and other equipment constructed pursuant to this contract, and the said streets and highways shall be restored to their original condition at the sole cost and expense of the Company.

**Fifth**—The Company, its successor or assigns, shall pay to the City for the right to construct, maintain and operate a street surface railway on the route herein described, the following sums of money:

1. Five thousand dollars (\$5,000) in cash, within thirty (30) days after the signing of this contract by the Mayor.

2. During the first five years of this contract an annual sum, which shall in no case be less than five hundred dollars (\$500), and which shall be equal to three per cent. of the gross receipts of the Company, if such percentage shall exceed a sum of five hundred dollars (\$500).

During the remaining twenty years of this contract an annual sum, which shall in no case be less than one thousand dollars (\$1,000), and which shall be equal to five per cent. of the gross receipts of the Company, if such percentage shall exceed the sum of one thousand dollars (\$1,000).

The payment of such minimum sums shall begin from the day on which the contract is signed by the Mayor.

The terms hereafter to be fixed for any renewal term of this contract shall not be less than the sum required to be paid for the last year of this original contract, and no renewal shall provide for a further renewal.

Such minimum annual sums shall be paid into the Treasury of The City of New York on November 1 of each year, and shall be for the amount due to September 30, next preceding.

Whenever the percentage required to be paid shall exceed the minimum amount as above, such sum over and above such minimum shall be paid to the said Comptroller on or before November 1, in each year, for the year ending September 30, next preceding. The fiscal year shall end on September 30, next preceding said date of payment, and provisions of the Railroad Law as it now exists, or as it may hereafter be amended, relating to the matter of payments and statements of percentages of gross receipts of street railway companies not inconsistent with this contract, shall be strictly complied with. The intention of this paragraph is to fix an annual charge to be paid by the Company, its successors or assigns, to the City for the rights and privileges hereby granted, and it shall be construed as providing for the payment by the Company, its successors or assigns, for said right and privilege of a percentage of gross receipts within the meaning of any general or special statute, or of any ordinance of the City.

Any and all payments to be made by the terms of this contract to the City, by the Company, shall not be considered in any manner in the nature of a tax, but such payments shall be in addition to any and all taxes of whatsoever kind or description now or hereafter required to be paid by any ordinance of the City or resolution of the Board or by any law of the State of New York.

**Sixth**—The annual charges or payments shall continue throughout the whole term of the contract hereby granted, whether original or renewal, notwithstanding any clause in any statute or in the charter of any other railroad company providing for payments for railroad rights or franchise at a different rate, and no assignment, lease or sublease of the rights or privileges hereby granted, whether original or renewal, or of any part thereof, or of any part of the route mentioned herein, shall be valid or effectual for any purpose unless the said assignment, lease or sublease shall contain a covenant on the part of the assignee or lessee that the same is subject to all the conditions of this contract; and that the assignee or lessee assumes and will be bound by all of said conditions, and especially said conditions as to payments, anything in any statute or in the charter of such assignee or lessee to the contrary notwithstanding, and that the said assignee or lessee waives any more favorable conditions created by such statute or its charter, and that it will not claim by reason thereof or otherwise exemption from liability to perform each and all of the conditions of this contract.

**Seventh**—The rights and privileges hereby granted shall not be assigned, either in whole or in part, or leased or sublet in any manner, nor shall title thereto, or right, interest or property therein, pass to or vest in any other person or corporation whatsoever, either by the act of the Company, its successors or assigns, or by operation of law whether under the provisions of the statutes relating to the consolidation or merger of corporations, or otherwise, without the consent of the City, acting by the Board, or its successors in authority, evidenced by an instrument under seal, anything herein contained to the contrary thereof in anywise notwithstanding, and the granting, giving, or waiving of any one or more of such consents shall not render unnecessary any subsequent consent or consents.

**Eighth**—Nothing in this contract shall be deemed to affect in any way the right of the City to grant to any individual or other corporation a similar right or privilege upon the same or other terms and conditions, over the same streets, avenues or highways, and the right to make the requisite and necessary connections with the tracks of the Company, its successors or assigns, which shall be constructed under this contract.

The use of the railroad which shall be constructed and maintained in the streets, avenues and highways under this contract, including the tracks, wires and other equipment used in connection therewith, shall be permitted by the Company, its successors or assigns, to any individual or corporation to which the City may have granted, or may hereafter grant, the right or privilege to use such streets, avenues or highways, for street railroad purposes, upon payment of an annual sum by such individual or corporation to the Company, which shall not exceed the legal interest on such proportion of the whole cost of the construction of such railroad and of the cost of keeping the tracks and track equipment in repair, as the number of

cars operated by such company or individual shall bear to the number of cars operated by the companies then using the same, together with the actual cost of the power necessary for the operation of the cars thereon of such individual or corporation and the cost of laying and repairing of pavement and removal of snow and ice, and all the other duties imposed upon the Company by the terms of this contract, in connection with the maintenance or the operation of the said railroad so used.

The Company shall not at any time oppose, but shall, upon the request of the Board, consent to the construction or operation of any street surface railroad which may necessitate the use of any portion of the railroad which shall be constructed under this contract.

**Ninth**—The railroad to be constructed under this contract may be operated by overhead electrical power substantially similar to the system of overhead electrical traction now in use by the New York City Interborough Railway Company or by the underground electric system now in use by the lines of the New York City Railway Company. Provided, however, that the Board of Estimate and Apportionment, or its successors in authority, after five years from the date of this contract, may, upon giving to the grantee, its successor or assigns, six months' notice in writing, require it or them to operate the railroad upon the whole or upon any portion of its route by underground electrical power substantially similar to the system now in use on the lines of the New York City Railway Company in the Borough of Manhattan, above referred to, and thereupon to discontinue the use of the overhead trolley system, and to remove its poles, wires and other structures used by it for that purpose from the streets and highways.

When the change shall have been made to the underground system, all wires for the transmission of power or otherwise, shall be placed in conduits underneath or alongside of the railroad. The Company shall provide two conduits, not less than three (3) inches in diameter each for the exclusive use of the City. Such conduits shall be used only by the Company and by the City.

This provision shall in no way be taken as a limitation on the Police powers of the City, as provided in sections 525 et seq. of the Greater New York Charter.

**Tenth**—The Company shall commence construction of the railroad herein authorized within three months from the date upon which the consents of the property owners are obtained, or upon the decision of the Appellate Division of the Supreme Court that such railroad ought to be constructed, and shall complete the construction of the same within twelve months from the same date, otherwise this grant shall cease and determine, and all sums paid, or which may be deposited with the Comptroller of the City, as hereinafter provided, shall thereupon be forfeited to the City; provided, that such periods may be extended by the Board for a period or periods not exceeding in the aggregate six months each.

**Eleventh**—The said railroad shall be constructed, maintained and operated, subject to the supervision and control of all the authorities of the City who have jurisdiction in such matters, as provided in the Charter of the City.

**Twelfth**—The said railroad shall be constructed and operated in the latest improved manner of street railway construction and operation, and the railroad and property of the Company shall be maintained in good condition throughout the term of this contract.

The Company shall remove the stub-end terminal at St. Nicholas avenue, north of West One Hundred and Eightieth street, hereby authorized, upon six (6) months' notice in writing from the Board of Estimate and Apportionment.

**Thirteenth**—The rate of fare for any passenger upon such railroad shall not exceed five cents, and the Company shall not charge any passenger more than five cents for one continuous ride from any point on said railroad, or a line or branch operated by it, its lessees or assigns in connection therewith, to any point thereof, or of any connecting line or branch thereof, within the limits of The City of New York.

Transfers shall be given between the Interborough Rapid Transit Company (subway division) and the Company at the Interborough Rapid Transit Railway station at Dyckman street for a single fare of five cents, as required by traffic agreement between said companies.

The rate for the carrying of property over the said railroad upon the cars of the Company shall in all cases be reasonable in amount, subject to the control of the Board, or its successors in authority, and may be fixed by such Board after notice to the Company and a hearing had thereon, and when so fixed such rates shall be binding upon the Company, its successors or assigns, and no greater sums shall be charged for such service than provided for by it.

**Fourteenth**—The cars of the Company shall be run both day and night as often as the reasonable convenience of the public may require, or as may be directed by the Board, but at no time shall the headway at any point on the railway be more than twenty minutes between the hours of 5 o'clock p. m. and midnight.

**Fifteenth**—The Company shall attach to each car run over the said railroad proper fenders and wheel guards in conformity with such laws and ordinances as are now in force, or may hereafter, during the term of this contract, be enacted or adopted by the State or City authorities.

**Sixteenth**—All cars which are operated on said railroad shall be equipped with both hand and power brakes.

**Seventeenth**—All cars which are operated on said railroad shall be heated during the cold weather in conformity with such laws and ordinances as are now in force, or may hereafter, during the term of this contract, be enacted or adopted by the State or City authorities.

**Eighteenth**—The Company, so long as it shall continue to use any of the tracks upon the streets and avenues in which the railroad shall be constructed under this contract, shall cause to be watered the entire roadway of such streets and avenues at least three times in every twenty-four hours, when the temperature is above 35 degrees Fahrenheit, when so required by the Board of Estimate and Apportionment.

**Nineteenth**—All cars operated on said railroad shall be well lighted by electricity, or by some lighting system equally efficient, or as may be required by the Board.

**Twentieth**—The Company shall at all times keep the streets, avenues or highways upon which the said railroad is constructed, between its tracks, the rails of its tracks and for a distance of two feet beyond the rails, on either side thereof, free and clear from ice and snow; provided, however, that the Company shall, at the option of the Commissioner of Street Cleaning, enter into an agreement for each winter season, or part thereof, to clean an equivalent amount of street surface from house line to house line.

**Twenty-first**—The Company shall cause to be paved that portion of the street between its tracks, the rails of its tracks and two feet in width outside of its tracks upon and along the streets, avenues and highways of the route hereby authorized, which are now either unpaved

or paved with macadam. The work of such paving shall be done under the supervision of the Municipal authorities having jurisdiction in such matters. Such authorities shall designate the character of the pavement to be laid.

As long as the said railroad, or any portion thereof, remains in the street, avenue or highway, the Company shall pave and keep in permanent repair that portion of the surface of the street, avenue or highway in which said railroad is constructed, between its tracks, the rails of its tracks and for a distance of two feet beyond the rails on either side thereof, under the supervision of the local authorities, whenever required by them to do so, and in such manner as they may prescribe. And it shall not be necessary, in the event that the portion of the surface of the street, avenue or highway in which said railroad is constructed, shall not be repaired by the Company as hereinbefore provided, for the City to give any notice to the Company of such state of disrepair, but the City may make such repairs and charge the same to the Company, which the said Company agrees to pay, any statute to the contrary notwithstanding. And the City shall have the right to change the material or character of the pavement of any such street, avenue or highway, and in that event the Company, its successors or assigns, shall be bound to replace such pavement in the manner directed by the proper city officer at its own expense and the provision as to repairs herein contained shall apply to such renewal or altered pavement. The Company agrees to pay to the City any sum or sums that the City may pay, either as a result of a judgment against it or by way of settlement or compromise, for any injuries either to person or property arising from failure of the Company to pave and keep in permanent repair that portion of the surface of the street, avenue or highway in which said railroad is constructed, as hereinbefore provided.

**Twenty-second**—Any alteration which may be required to the sewerage or drainage system, or to any subsurface structures, pipes, conduits, etc., laid in the streets on account of the construction or operation of the railroad, shall be made at the sole cost of the railroad company and in such manner as the proper City officials may prescribe.

**Twenty-third**—The Company hereby agrees not to issue stock other than has been heretofore issued until a certificate of authority therefor has been issued by the Board of Estimate and Apportionment, or until such Board shall further certify in writing as to the amount of stock reasonably required for the purposes of the Company. The stock of the Company shall not be issued in excess of the amount so certified.

The Company shall not increase its capital stock above the \$25,000 now authorized, without the consent in writing of the Board of Estimate and Apportionment, stating the amount of the authorized increase. For the purpose of making this determination as to the amount of stocks to be issued, or the amount of the authorized increase of the capital stock of the Company, the Board of Estimate and Apportionment may take and hear testimony under oath, and examine the books and papers of the Company, and require verified statements from the officers thereof pertaining to the value of the property and of the franchise owned or operated by the Company. Such determination shall be made within sixty (60) days after the final submission of the papers or of the final hearing on the application for the issue or increase of capital stock.

**Twenty-fourth**—The Company shall at all times keep accurate books of account of the gross earnings from the privileges granted under this contract. The Company shall on or before November 1 of each year make a verified report to the Comptroller of The City of New York of the business done by the Company for the year ending September 30 next preceding, as he may prescribe. Such report shall contain a statement of the gross receipts from operation of the railway, together with such other information and in such detail as the Comptroller may require. The Comptroller shall have access to all books of the Company for the purpose of ascertaining the correctness of its report, and may examine its officers under oath.

**Twenty-fifth**—In case of any violation or breach or failure to comply with any of the provisions herein contained, this contract may be forfeited by a suit brought by the Corporation Counsel, on notice of ten days to the Company, or at the option of the Board by resolution of said Board, which said resolution may contain a provision to the effect that the railroad constructed and in use by virtue of this contract shall thereupon become the property of the City without proceedings at law or in equity.

**Twenty-sixth**—If the Company, its successors or assigns, shall fail to give efficient public service at the rates herein fixed, or fail to maintain its structures in good condition throughout the whole term of this contract, the Board may give notice to the Company specifying any default on the part of the Company, and requiring the Company to remedy the same within a reasonable time; and upon failure of the Company to remedy such default within a reasonable time, the Company shall for each day thereafter during which the default or defect remains, except for those defaults or defects for which penalties are hereinbefore provided, pay to the City the sum of two hundred and fifty dollars (\$250) as fixed or liquidated damages, or the Board, in case such structures which may affect the surface of the streets shall not be put in condition within a reasonable time after notice by the Board as aforesaid, shall have the right to make all needed repairs at the expense of the Company, in which case the Company shall pay to the City the amount of the cost of such repairs with legal interest thereon, all of which sums may be deducted from the fund hereinafter provided.

**Twenty-seventh**—The Company shall assume all liability to persons or property by reason of the construction or operation of the railroad authorized by this contract, and it is a condition of this contract that the City shall assume no liability whatsoever to either persons or property on account of the same, and the Company hereby agrees to repay to the City any damage which the City shall be compelled to pay by reason of any acts or default of the Company.

**Twenty-eighth**—This grant is upon the express condition that the Company within thirty (30) days after the signing of this contract by the Mayor, and before anything is done in exercise of the rights conferred hereby, shall deposit with the Comptroller of The City of New York the sum of seven thousand dollars (\$7,000) either in money or securities, to be approved by him, which fund shall be security for the performance by the Company of all the terms and conditions of this contract, especially those which relate to the payment of the annual charges for the privilege hereby granted, the efficiency of the public service rendered, the repairs of the street pavement, the removal of snow and ice and the quality of construction of the railroad; and in case of default in the performance by the Company of such terms and conditions the City shall have the right to cause the work to be done and the materials to be furnished for the performance thereof after due notice, and shall collect the reasonable cost thereof from the said fund without legal proceedings; or after

default in the payment of the annual charges, shall collect the same, with interest, from the said fund after ten days' notice in writing to the Company; or in case of failure to keep the said terms and conditions of this contract relating to the headway, heating and lighting of street pavements, the Company shall pay a penalty of twenty-five dollars (\$25) per day for each day of violation, and the further sum of ten dollars (\$10) per day for each car that shall not be properly heated, lighted or supplied with fenders or wheel guards, in case of the violation of the provision relating to those matters.

The procedure for the imposition and collection of the penalties in this contract shall be as follows:

The Comptroller of the City, on complaint made, shall, in writing, notify the Company, through its President, to appear before him on a certain day not less than ten (10) days after the date of such notice, to show cause why it should not be penalized in accordance with the foregoing provisions. If the Company fails to make an appearance, or, after a hearing, appears in the judgment of the Comptroller to be in fault, said Comptroller shall forthwith impose the prescribed penalty, or where the amount of the penalty is not prescribed herein, such amount as appears to him to be just, and without legal procedure withdraw the amount of such penalty from the security fund deposited with him. In case of any drafts made upon the security fund the Company shall, upon ten (10) days' notice in writing, pay to the Comptroller of the City a sum sufficient to restore said security fund to the original amount of seven thousand dollars (\$7,000), and in default thereof of this contract shall be canceled and annulled at the option of the Board, acting in behalf of the City. No action or proceeding or right under the provisions of this contract shall affect any other legal rights, remedies or causes of action belonging to the City.

**Sec. 3.** This contract is also upon the further and express condition that the provisions of the Railroad Law, applicable thereto, and all laws or ordinances now in force, or which may be adopted affecting the surface railroads operating in the City, not inconsistent with the terms and conditions hereinbefore fixed, shall be strictly complied with by the Company.

**Sec. 4.** The Company promises, covenants and agrees on its part and behalf to conform to and abide by and perform all the terms and conditions and requirements in this contract fixed and contained.

In witness whereof, the party of the first part, by its Mayor, thereunto duly authorized by the Board of Estimate and Apportionment of said City, has caused the corporate name of said City to be hereunto signed, and the corporate seal of said City to be hereunto affixed, and the party of the second part, by its officers, thereunto duly authorized, has caused it corporate name to be hereunto signed, and its corporate seal to be hereunto affixed, the day and year first above written,

THE CITY OF NEW YORK.

By.....Mayor.

[CORPORATE SEAL]

Attest:

.....City Clerk.

FORT GEORGE STREET RAILWAY COMPANY,

By.....President.

[SEAL]

Attest:

.....Secretary.

(Here add acknowledgments.)

Resolved, That the results of the inquiry made by this Board as to the money value of the franchise or right proposed to be granted and the adequacy of the compensation proposed to be paid therefor, and of the terms and conditions, including the provision as to rates, fares and charges are as hereinbefore specified and fully set forth in and by the foregoing form of proposed contract for the grant of such franchise or right.

Resolved, That these preambles and resolutions, including the said resolution for the grant of a franchise or right applied for by the Fort George Street Railway Company and the said form of proposed contract for the grant of such franchise or right containing said results of such inquiry, after the same shall be entered in the minutes of this Board, shall be published for at least twenty (20) days immediately prior to Friday, May 24, 1907, in "The Sun" and "The World," two daily newspapers designated by the Mayor therefor and published in The City of New York, at the expense of the Fort George Street Railway Company, together with the following notice, to wit:

Notice is hereby given that the Board of Estimate and Apportionment, before authorizing any contract for the grant of the franchise or right applied for by the Fort George Street Railway Company, and fully set forth and described in the foregoing form of proposed contract for the grant of such franchise or right, and before adopting any resolution authorizing any such contract, will, at a meeting of said Board, to be held in the Old Council Chamber, City Hall, Borough of Manhattan, City of New York, on Friday, May 24, 1907, at 10:30 o'clock a. m., hold a public hearing thereon, at which citizens shall be entitled to appear and be heard.

in Manhattan, and Fulton street, Lafayette avenue and Broadway in Brooklyn.

By this advertisement, the City invites proposals to construct that part of said railroad which is situated in Delancey street, between the Bowery and Norfolk street, in accordance with the detailed plans and specifications adopted therefor.

The general plan of construction calls for a subsurface railroad with four tracks. Suitable cross-overs, turn-outs and sidings are also to be provided, all as shown in the detailed plans of construction. The tunnels are to have a height of not less than thirteen (13) feet in the clear, and a maximum width of fifteen (15) feet for each track, except at curves, etc., where the width may be increased. The roof of the tunnels is generally to be as near the surface of the street as street conditions and grades will permit, but will be depressed whenever necessary to avoid grade crossings. The roof and sides of the tunnels will be of iron or steel and masonry. The manner of construction shall be by excavation under cover, unless otherwise directed by the Board.

In the detailed plans for construction, provisions for pipe galleries through Delancey street are included. Bids for the construction of the railroad must be accompanied by a separate bid for the construction of the pipe galleries above referred to, as it is essential for the City to separate the cost of the railroad from the cost of the pipe galleries. The Board reserves the right to accept a bid for construction of the railroad and at the same time to reject the accompanying bid for pipe galleries.

The price stated for railroad construction is to include the furnishing of all materials and the performance of all labor requisite to the complete construction of that part of the proposed railroad which is to be built under this contract, including all sewer and street construction and reconstruction and other work caused by or incidental to the construction of the same as set out in the proposed form of contract.

A fuller description of the work to be done is set forth, and other requirements, provisions, details and specifications are stated in the printed form of contract now on file in the office of the Board, No. 320 Broadway, Borough of Manhattan, and in the detailed drawings therein referred to, at which office copies of the contract and of the form of bond and contractor's proposal may be had on application. The contract drawings may be inspected at the same office. The printed form of contract and the detailed drawings are to be deemed a part of this invitation.

Partial payments to the contractor will be made monthly as the work proceeds, as provided in the form of contract.

The work of construction (including pipe galleries) is to be completed as soon as practicable, and within twenty months from the date of delivery of the contract.

SEALED BIDS OR PROPOSALS WILL BE RECEIVED AT THE SAID OFFICE OF THE BOARD, AT NO. 320 BROADWAY, BOROUGH OF MANHATTAN, CITY OF NEW YORK UNTIL

THURSDAY, JUNE 13, 1907.

AT 12 O'CLOCK NOON, AT WHICH TIME OR AT A LATER DATE TO BE FIXED BY THE BOARD THE PROPOSALS WILL BE PUBLICLY OPENED.

Proposals must be in the form prescribed by the Board, copies of which may be obtained at the office of the Board.

Each proposal must be signed and acknowledged and also verified by an affidavit of the bidder (or if it be a corporation then by an officer thereof) to the effect that the several matters therein stated are in all respects true. If the proposal is made by a firm it will be sufficient if the proposal is signed and acknowledged and the affidavit sworn to by one member of the firm.

Each proposal must specify an office within the City of New York at which notices may be delivered; and delivery of a notice at such office shall be deemed a sufficient delivery and notice to the bidder.

Each proposal or bid must contain the name and place of residence of the person or 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; and if the bidder shall be a corporation there shall be submitted a certified copy of its certificate of incorporation, with a certificate of the amount of stock paid in in cash, and the names and business addresses of all officers and directors of the corporation shall be stated; also, that it is made without any connection with any other person making a proposal or bid for the same purpose, and is in all respects fair and without collusion or fraud, and that no member of the Board of Aldermen, head of department, chief of bureau, deputy thereof or clerk therein, or other officer of the corporation, or any member or employee of the Board, is interested, directly or indirectly, as contracting party, partner, stockholder or otherwise in or in the performance of the contract, or in the supplies, work or business to which it relates, or in any portion of the profits thereof.

No proposal will be allowed to be withdrawn for any reason whatever after it shall have been deposited with the Board.

The Board is not obliged by law to accept any of the proposals received by it, but may reject all such proposals and readvertise, or may accept any of such proposals as will, in the judgment of the Board, best promote the public interest, and award a contract accordingly, subject to approval by the Board of Estimate and Apportionment, as required by law.

The award of the contract or contracts (if awarded) will be made by the Board within ten days after the opening of the proposals. The bidder or bidders whose proposal shall be accepted shall in person or by duly authorized representative attend at the said office of the Board within ten days after the delivery of a notice by the Board that the proposal is accepted and that the contract is approved by the Board of Estimate and Apportionment; and such bidder shall then deliver a contract in the form referred to, duly executed with its execution duly proved.

At the time of the delivery of a contract, the contractor will be required to furnish security to the City by giving a bond in the penalty of one hundred and eighty thousand dollars. At the option of the successful bidder cash or approved securities may be deposited instead of giving a bond. If securities are deposited in place of a bond under this contract they must be of the character of securities in which savings banks may invest their funds and must be approved by the Board. The contractor's bond must be in the form annexed to the form of contract.

In addition, and as further security to the City, 10 per cent. of each amount certified from time to time to be due to the contractor will be retained until the work is fully completed.

Each bidder must state in his proposal the names and places of business of the proposed sureties on the bond and describe any securities proposed to be deposited.

Bidders whose proposals are otherwise satisfactory to the Board may, in case the sureties or securities named by them are not approved by the Board, substitute in their proposals the

names of new sureties or a different schedule of securities approved by the Board; but such substitution must be made within five days after notice of disapproval by the Board, unless this period is extended by the Board.

In case of failure or neglect to execute and deliver the contract or to make the required deposit or to execute and deliver the required bond, such bidder or bidders will, at the option of the Board, be deemed either to have made the contract or to have abandoned the contract. In the latter case the Board will give notice thereof to the defaulting bidder or bidders. And the Board may thereupon proceed to make another contract with such, if any, of the original bidders as, in the opinion of the Board, it will be to the best interest of the City to contract with, or may, by new advertisement, invite further proposals. The defaulting bidder or bidders shall thereupon be liable to the City for all loss and damage by it sustained, including the excess, if any, of the amount it shall pay any other contractor over the amount of the bid of such defaulting bidder or bidders.

Every proposal must, when submitted, be enclosed in a sealed envelope endorsed "Proposal for Constructing Rapid Transit Railroad—(Delancey Street)" and must be delivered to the Board or to its Secretary; and in the presence of the person offering the proposal it will be deposited in a sealed box in which all proposals will be deposited. No proposal will be received or deposited unless accompanied by a certified check drawn upon a National or State bank or trust company within The City of New York and satisfactory to the Board, payable to the order of the Comptroller of The City of New York, for the sum of fifteen thousand dollars.

If the Board shall give notice to any bidder that his or its proposal is accepted and the contract is approved by the Board of Estimate and Apportionment, and if the bidder shall fail within ten days thereafter or within such further period, if any, as may be prescribed by the Board, to execute and deliver the contract and to execute and deliver the bond with sureties, or make a deposit in cash or securities, then this invitation to contractors and proposal accepted as aforesaid shall be a contract binding the bidder to pay to the City the damages by it sustained by reason of such failure; and in that case the bidder absolutely assigns to the City the ownership of the check accompanying his or its proposal as a payment on account of such damages.

Such check must not be enclosed in the sealed envelope containing the proposal, but must be separately delivered to the Board or to its Secretary, who will give a proper voucher for the deposit.

Proposals must be in the form prescribed by the Board, copies of which may be obtained at the office of the Board.

All such deposits made by bidders whose proposals shall not be accepted by the Board will be returned to the person or persons making the same within five days after the contract shall be executed and delivered. The deposit of the successful bidder or bidders will be returned when the contract

is executed and its provisions as to security are complied with.

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

By A. E. ORE,  
President.  
BION L. BURROWS,  
Secretary.

m22,j13

INVITATION TO CONTRACTORS.

Centre Street to the Bowery.

AT 12 O'CLOCK NOON, AT WHICH TIME OR AT A LATER DATE TO BE FIXED BY THE BOARD THE PROPOSALS WILL BE PUBLICLY OPENED.

Proposals must be in the form prescribed by the Board, copies of which may be obtained at the office of the Board.

Each proposal must be signed and acknowledged and also verified by an affidavit of the bidder (or if it be a corporation, then by an officer thereof) to the effect that the several matters therein stated are in all respects true. If the proposal is made by a firm, it will be sufficient if the proposal is signed and acknowledged, and the affidavit sworn to, by one member of the firm.

Each proposal must specify an office within The City of New York at which notices may be delivered, and delivery of a notice at such office shall be deemed a sufficient delivery and notice to the bidder.

Each proposal or bid must contain the name and place of residence of the person or 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; and if the bidder shall be a corporation there shall be submitted a certified copy of its certificate of incorporation, with a certificate of the amount of stock paid in in cash, and the names and business addresses of all officers and directors of the corporation shall be stated; also, that it is made without any connection with any other person making a proposal or bid for the same purpose, and is in all respects fair and without collusion or fraud, and that no member of the Board of Aldermen, head of department, chief of bureau, deputy thereof or clerk therein, or other officer of the corporation, or any member or employee of the Board, is interested, directly or indirectly, as contracting party, partner, stockholder or otherwise in or in the performance of the contract, or in the supplies, work or business to which it relates, or in any portion of the profits thereof.

No proposal will be allowed to be withdrawn for any reason whatever after it shall have been deposited with the Board.

The Board is not obliged by law to accept any of the proposals received by it but may reject all such proposals and readvertise, or may accept any of such proposals as will, in the judgment of the Board, best promote the public interest, and award a contract accordingly, subject to approval by the Board of Estimate and Apportionment as required by law.

The general plan of construction calls for a four-track sub-surface railroad. A station at the Bowery and extending to points between Elizabeth and Chrystie streets will be constructed, and suitable cross-overs, turnouts and sidings are also to be provided, all as shown in the detailed plans of construction. The tunnels are to have a height of not less than thirteen (13) feet in the clear, and a maximum width of fifteen (15) feet for each track, except at curves, etc., where the width may be increased. The roof of the tunnels is generally to be as near the surface of the street as street conditions and grades will permit, but will be depressed at the Bowery in order to avoid a grade crossing with a subway to be hereafter built. The roof and sides of the tunnels will be of iron or steel and masonry. Entrances to the station are intended to be placed within private property, rights in which will be acquired for the purpose.

The manner of construction shall be by excavation under cover, unless otherwise directed by the Board.

In the detailed plans for construction, provisions for pipe galleries through Delancey street and the new extension are included. Bids for the construction of the railroad must be accompanied by a separate bid for the construction of the pipe galleries above referred to, as it is essential for the City to separate the cost of the railroad from the cost of the pipe galleries. The Board reserves the right to accept a bid for construction of the railroad and at the same time to reject the accompanying bid for pipe galleries.

Bidders must visit the location of the railroad and station to be built under this contract and note the present conditions, especially along the line of the new Delancey street extension. The buildings standing within the lines of the said new street on May 1, 1907, are to be demolished and the materials removed by other contractors.

A fuller description of the work to be done is set forth, and other requirements, provisions, details and specifications are stated in the printed form of contract now on file in the office of the Board, No. 320 Broadway, Borough of Manhattan, and in the detailed drawings therein referred to, at which office copies of the contract and of the form of bond and contractor's proposal may be had on application. The contract drawings may be inspected at the same office. The printed form of contract and the detailed drawings are to be deemed a part of this invitation.

Partial payments to the contractor will be made monthly as the work proceeds, as provided in the form of contract.

The work of construction (including pipe galleries) is to be completed as soon as practicable, and within twenty months from the date of delivery of the contract.

SEALED BIDS OR PROPOSALS WILL BE RECEIVED AT THE SAID OFFICE OF THE BOARD, AT NO. 320 BROADWAY, BOROUGH OF MANHATTAN, CITY OF NEW YORK UNTIL

THURSDAY, JUNE 13, 1907.

AT 12 O'CLOCK NOON, AT WHICH TIME OR AT A LATER DATE TO BE FIXED BY THE BOARD THE PROPOSALS WILL BE PUBLICLY OPENED.

Proposals must be in the form prescribed by the Board, copies of which may be obtained at the office of the Board.

The award of the contract or contracts (if awarded) will be made by the Board within ten days after the opening of the proposals. The bidder whose proposal shall be accepted shall in person or by duly authorized representative attend at the said office of the Board within ten days after the delivery of a notice by the Board that his proposal is accepted and that the contract is approved by the Board of Estimate and Apportionment, and such bidder shall then deliver a contract in the form referred to, duly executed with its execution duly proved.

At the time of the delivery of the contract, the contractor will be required to furnish security to the City by giving a bond in the penalty of one hundred and sixty thousand dollars. At the option of the successful bidder cash or approved securities may be deposited instead of giving a bond. If securities are deposited in place of a bond under this contract, they must be of the character of securities in which savings banks may invest their funds and must be approved by the Board. The contractor's bond must be in the form annexed to the form of contract.

In addition and as further security to the City, 10 per cent. of each amount certified from time to time to be due to the contractor will be retained until the work is fully completed.

Each bidder must state in his proposal the names and places of business of the proposed sureties on the bond and describe any securities proposed to be deposited.

A bidder whose proposals are otherwise satisfactory to the Board may, in case the sureties or securities named by him are not approved by the Board, substitute in their proposals the

names of new sureties or a different schedule of securities approved by the Board; but such substitution must be made within five days after notice of disapproval by the Board, unless this period is extended by the Board.

In case of failure or neglect to execute and deliver the contract or to make the required deposit or to execute and deliver the required bond, the bidder whose proposal was accepted will, at the option of the Board, be deemed either to have made the contract or to have abandoned the contract. In the latter case the Board will give notice thereof to such defaulting bidder.

Such check must not be enclosed in the sealed envelope containing the proposal, but must be separately delivered to the Board or to its Secretary, who will give a proper voucher for the deposit.

Proposals must be in the form prescribed by the Board, copies of which may be obtained at the office of the Board.

Each proposal must be signed and verified by an affidavit of the bidder (or if it be a corporation then by an officer thereof) to the effect that the several matters therein stated are in all respects true. If the proposal is made by a firm, it will be sufficient if the proposal is signed and acknowledged, and the affidavit sworn to by one member of the firm.

Each proposal or bid must contain the name and place of residence of the person or 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; and if the bidder shall be a corporation there shall be submitted a certified copy of its certificate of incorporation, with a certificate of the amount of stock paid in in cash, and the names and business addresses of all officers and directors of the corporation shall be stated; also, that it is made without any connection with any other person making a proposal or bid for the same purpose, and is in all respects fair and without collusion or fraud, and that no member of the Board of Aldermen, head of department, chief of bureau, deputy thereof or clerk therein, or other officer of the corporation, or any member or employee of the Board, is interested, directly or indirectly, as contracting party, partner, stockholder or otherwise in or in the performance of the contract, or in the supplies, work or business to which it relates, or in any portion of the profits thereof.

No proposal will be allowed to be withdrawn for any reason whatever after it shall have been deposited with the Board.

The Board is not obliged by law to accept any of the proposals received by it, but may reject all such proposals and readvertise, or may accept any of such proposals as will, in the judgment of the Board, best promote the public interest, and award a contract accordingly, subject to approval by the Board of Estimate and Apportionment, as required by law.

The award of the contract or contracts (if awarded) will be made by the Board within

THE CITY OF NEW YORK (HEREIN after called the City), acting by its Board of Rapid Transit Commissioners (hereinafter called the Board), contemplates building a certain rapid transit railroad, known as Route No. 9, in Centre street (Manhattan) and other streets in the Boroughs of Manhattan and Brooklyn, including ultimately Delancey street, Grand street, Desbrosses street, Canal street and William street, in Manhattan, and Fulton street, Lafayette avenue and Broadway, in Brooklyn.

By this advertisement the City invites proposals to construct that part of said railroad which is situated between a line crossing Centre street about forty feet north of Pearl street, and the southeasterly side of Park row, in accordance with the detailed plans and specifications adopted therefor. This part will consist principally of an underground railway station, together with the railroad tracks running through it and extending for short distances northerly and southerly from it. Suitable cross-overs, turn-outs and sidings are also to be provided, all as shown in the detailed plans of construction. The railroad tunnels are to have a height of not less than thirteen (13) feet in the clear, and a maximum width of fifteen (15) feet for each track, except at curves, etc., where the width may be increased. The roof of the tunnels is generally to be as near the surface of the street as street conditions and grades will permit. The roof and sides of the tunnels will be of iron or steel and masonry. Entrances to the station are intended to be placed on property acquired by the City.

The manner of construction shall be by excavation under cover within the lines of Centre, Pearl, Duane, Reade and New Chambers streets and Park row; within the lines of Park street and City Hall place, and, except as noted above, by open excavation, unless otherwise directed by the Board.

By this advertisement the City invites proposals to construct that part of said railroad which is situated between a line crossing Centre street about forty feet north of Pearl street, and the southeasterly side of Park row, in accordance with the detailed plans and specifications adopted therefor. This part will consist principally of an underground railway station, together with the railroad tracks running through it and extending for short distances northerly and southerly from it. Suitable cross-overs, turn-outs and sidings are also to be provided, all as shown in the detailed plans of construction. The railroad tunnels are to have a height of not less than thirteen (13) feet in the clear, and a maximum width of fifteen (15) feet for each track, except at curves, etc., where the width may be increased. The roof of the tunnels is generally to be as near the surface of the street as street conditions and grades will permit. The roof and sides of the tunnels will be of iron or steel and masonry. Entrances to the station are intended to be placed on property acquired by the City.

The manner of construction shall be by excavation under cover within the lines of Centre, Pearl, Duane, Reade and New Chambers streets and Park row; within the lines of Park street and City Hall place, and, except as noted above, by open excavation, unless otherwise directed by the Board.

By this advertisement the City invites proposals to construct that part of said railroad which is situated between a line crossing Centre street about forty feet north of Pearl street, and the southeasterly side of Park row, in accordance with the detailed plans and specifications adopted therefor. This part will consist principally of an underground railway station, together with the railroad tracks running through it and extending for short distances northerly and southerly from it. Suitable cross-overs, turn-outs and sidings are also to be provided, all as shown in the detailed plans of construction. The railroad tunnels are to have a height of not less than thirteen (13) feet in the clear, and a maximum width of fifteen (15) feet for each track, except at curves, etc., where the width may be increased. The roof of the tunnels is generally to be as near the surface of the street as street conditions and grades will permit. The roof and sides of the tunnels will be of iron or steel and masonry. Entrances to the station are intended to be placed on property acquired by the City.

The manner of construction shall be by excavation under cover within the lines of Centre, Pearl, Duane, Reade and New Chambers streets and Park row; within the lines of Park street and City Hall place, and, except as noted above, by open excavation, unless otherwise directed by the Board.

By this advertisement the City invites proposals to construct that part of said railroad which is situated between a line crossing Centre street about forty feet north of Pearl street, and the southeasterly side of Park row, in accordance with the detailed plans and specifications adopted therefor. This part will consist principally of an underground railway station, together with the railroad tracks running through it and extending for short distances northerly and southerly from it. Suitable cross-overs

ten days after the opening of the proposals. The bidder or bidders whose proposal shall be accepted shall in person or by duly authorized representative attend at the said office of the Board within ten days after the delivery of a notice by the Board that the proposal is accepted and that the contract is approved by the Board of Estimate and Apportionment; and such bidder or bidders shall then deliver a contract in the form referred to, duly executed with its execution duly proved.

At the time of the delivery of a contract, the contractor will be required to furnish security to the City by giving a bond in the penalty of one hundred and fifty thousand dollars. At the option of the successful bidder cash or approved securities may be deposited instead of giving a bond. If securities are deposited in place of a bond under this contract they must be of the character of securities in which savings banks may invest their funds and must be approved by the Board. The contractor's bond must be in the form annexed to the form of contract.

In addition, and as further security to the City, 10 per cent. of each amount certified from time to time to be due to the contractor will be retained until the work is fully completed.

Each bidder must state in his proposal the names and places of business of the proposed sureties on the bond and describe any securities proposed to be deposited.

Binders whose proposals are otherwise satisfactory to the Board may, in case the sureties or securities named by them are not approved by the Board, substitute in their proposals the names of new sureties or a different schedule of securities approved by the Board; but such substitution must be made within five days after notice of disapproval by the Board, unless this period is extended by the Board.

In case of failure or neglect to execute and deliver the contract or to make the required deposit or to execute and deliver the required bond, such bidder will, at the option of the Board, be deemed either to have made the contract or to have abandoned the contract. In the latter case the Board will give notice thereof to the defaulting bidder. And the Board may thereupon proceed to make another contract with such, if any, of the original bidders as, in the opinion of the Board, it will be to the best interest of the City to contract with, or may by new advertisement invite further proposals. The defaulting bidder shall thereupon be liable to the City for all loss and damage by it sustained, including the excess, if any, of the amount it shall pay any other contractor over the amount of the bid of such defaulting bidder.

Every proposal must, when submitted, be enclosed in a sealed envelope indorsed "Proposal for Constructing Rapid Transit Railroad—(Centre Street to the Bowery)" and must be delivered to the Board or to its Secretary; and in the presence of the person offering the proposal it will be deposited in a sealed box in which all proposals will be deposited. No proposal will be received or deposited unless accompanied by a certified check drawn upon a National or State bank or trust company within The City of New York and satisfactory to the Board, payable to the order of the Comptroller of The City of New York, for the sum of twelve thousand five hundred dollars.

If the Board shall give notice to any bidder that his or its proposal is accepted and the contract is approved by the Board of Estimate and Apportionment, and if the bidder shall fail within ten days thereafter or within such further period, if any, as may be prescribed by the Board, to execute and deliver the contract and to execute and deliver the bond with sureties, or make a deposit in cash or securities, then this invitation to contractors and proposal accepted as aforesaid shall be a contract binding the bidder to pay to the City the damages by it sustained by reason of such failure; and in such case the bidder hereby absolutely assigns to the City the ownership of the check accompanying his or its proposal as a payment on account of such damages.

Such check must not be inclosed in the sealed envelope containing the proposal, but must be separately delivered to the Board or to its Secretary, who will give a proper voucher for the deposit.

All such deposits made by bidders whose proposals shall not be accepted by the Board will be returned to the person or persons making the same within five days after the contract shall be executed and delivered. The deposit of the successful bidder will be returned when the contract is executed and its provisions as to security are complied with.

THE BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS FOR THE CITY OF NEW YORK.  
By A. E. ORR, President.

BION L. BURROWS, Secretary.  
m22,j13

## DEPARTMENT OF BRIDGES.

DEPARTMENT OF BRIDGES, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the Commissioner of Bridges at the above office until 2 o'clock p. m. on

FRIDAY, MAY 31, 1907.

FOR FURNISHING AND DELIVERING STEEL SHAPES, PLATES, CLIPS, BOLTS, RIVETS AND WASHERS FOR THE BROOKLYN BRIDGE.

The contractor will be required to begin work within five days of the date of certification of the contract by the Comptroller, and deliveries shall be fully completed by August 1, 1907.

The amount of security to guarantee the faithful performance of the work will be Five Thousand Dollars (\$5,000).

The right is reserved by the Commissioner to reject all the bids should he deem it to be to the interest of the City so to do.

Blank forms, plans and specifications may be obtained at the office of the Department of Bridges.

J. W. STEVENSON, Commissioner of Bridges.

Dated May 17, 1907.

m18,31

See General Instructions to Bidders on the last page, last column, of the "City Record."

DEPARTMENT OF BRIDGES, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

THE COMMISSIONER OF BRIDGES WILL sell at public auction to the highest bidder on

THURSDAY, JUNE 13, 1907,

at 10:30 a. m., at the Brooklyn Bridge Shops and Yards, Borough of Brooklyn, a quantity of old materials, as follows:

Item 1—About 50 tons, more or less, of scrap iron and steel mixed, at a price bid per gross ton.

Item 2—A lot of old roadway plank and lumber, at a lump sum price bid for the lot.

## TERMS OF SALE.

The whole of the purchase price bid and the auctioneer's fees shall be paid by the successful bidder in cash or bankable funds on or before delivery of the material, and the purchaser must remove from the yards within ten days from date of sale all of the materials purchased.

To secure the removal as above specified, the purchaser thereof shall be required to make, at time of sale, a cash deposit of twenty-five per cent. of the estimated amount on Item 1 and the purchase price bid on Item 2.

The Commissioner of Bridges reserves the right to resell any of the material not removed by the purchaser within the time specified.

Full information may be obtained upon application to Engineer's Office, Brooklyn Bridge, No. 179 Washington street, Brooklyn.

JAMES W. STEVENSON,  
Commissioner of Bridges.

SAM VORZIMER,  
Auctioneer.

m18,j13

## DEPARTMENT OF HEALTH.

DEPARTMENT OF HEALTH, SOUTHWEST CORNER OF FIFTY-FIFTH STREET AND SIXTH AVENUE, BOROUGH OF MANHATTAN, CITY OF NEW YORK,

SEALED BIDS OR ESTIMATES WILL BE received by the Board of Health of the Department of Health until 9:45 o'clock a. m. on

WEDNESDAY, MAY 29, 1907,

FOR FURNISHING ALL THE LABOR AND FURNISHING AND ERICING ALL THE MATERIALS NECESSARY OR REQUIRED TO ERECT AND COMPLETE AN EXTENSION TO THE LAUNDRY BUILDING AT THE RIVERSIDE HOSPITAL, NORTH BROTHER ISLAND, BOROUGH OF THE BRONX, CITY OF NEW YORK.

The time for the completion of the work and the full performance of the contract is 100 consecutive working days.

The amount of security required is fifty per cent. (50%) of the amount of the bid.

Bids will be compared and the contract awarded at a lump or aggregate sum.

Blank forms and further information may be obtained and the plans and drawings may be seen at the office of the Chief Clerk of the Department of Health, southwest corner of Fifty-fifth street and Sixth avenue, Borough of Manhattan, City of New York.

THOMAS DARLINGTON, M. D.,

President;  
ALVAH H. DOTY, M. D.  
THEODORE A. BINGHAM,  
Board of Health.

Dated May 16, 1907.

m16,29

See General Instructions to Bidders on the last page, last column, of the "City Record."

## BOROUGH OF MANHATTAN.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN, CITY HALL, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Manhattan, at the City Hall, Room No. 16, until 3 o'clock p. m. on

MONDAY, JUNE 3, 1907.

CONTRACT NO. 1.

FURNISHING AND DELIVERING SOAP BLEACH, SOAP POWDER, ETC., AS FOLLOWS:

Item 1. Soap powder, 120,000 pounds.  
Item 2. Excelsior lubricating oil soap, 5,000 pounds.

Item 3. Eureka bleach, 2,000 gallons.  
Item 4. Jelly oil soap, 8,000 pounds.

The amount of security required is Two Thousand Five Hundred Dollars (\$2,500).

CONTRACT NO. 2.

FURNISHING AND DELIVERING ONE HUNDRED (100) CORDS OF VIRGINIA PINE WOOD AND THREE (3) CORDS OF HICKORY TO VARIOUS PUBLIC BUILDINGS.

The amount of security required is Five Hundred Dollars (\$500).

CONTRACT NO. 3.

FURNISHING AND DELIVERING 1,000 GALLONS OF KEROSENE OIL, 2,600 GALLONS OF CYLINDER OIL AND 2,600 GALLONS OF DYNAMO OIL TO THE VARIOUS PUBLIC BUILDINGS UNDER THE JURISDICTION OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN.

The amount of security required is One Thousand Dollars (\$1,000).

Each contract must be bid for separately.

The time for the delivery of the goods and the completion of each contract is on or before December 31, 1907.

The bidder shall state the price of each item or article contained in the specifications or schedules, per pound, gallon, cord or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total of each contract for all items and awards made to the lowest bidder on all items of each contract.

Blank forms and specifications can be obtained at the offices of the Commissioner of Public Works, Bureau of Public Buildings and Offices, No. 21 Park row, Borough of Manhattan.

JOHN F. AHEARN,

Borough President.

The City of New York, May 20, 1907.

m20,j3

See General Instructions to Bidders on the last page, last column, of the "City Record."

## DEPARTMENT OF BRIDGES.

OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN, CITY HALL, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Manhattan, at the City Hall, Room 16, until 3 o'clock p. m. on

WEDNESDAY, MAY 29, 1907,

No. 1. FOR ALL THE LABOR AND MATERIALS REQUIRED FOR THE EXCAVATION, MASON, CARPENTER, STRUCTURAL STEEL, ORNAMENTAL IRON, PAINTING, HARDWARE AND OTHER WORK FOR A PUBLIC BATH BUILDING TO BE ERECTED ON THE NORTHEAST CORNER OF CHERRY AND OLIVER STREETS, IN THE BOROUGH OF MANHATTAN.

The time allowed for doing and completing the work will be two hundred and seventy-five (275) consecutive calendar days.

The security required will be Forty Thousand Dollars (\$40,000).

The bidder shall state one aggregate price for the whole work described and specified, as the contract is entire and for a complete job, and also a unit price per cubic yard for additional rock excavation, requiring blasting, and for boulders of more than  $\frac{1}{2}$  cubic yard volume (estimated at 500 cubic yards) for the purpose of comparing bids.

DEPARTMENT OF BRIDGES, NOS. 13 TO 21 PARK ROW, BOROUGH OF MANHATTAN, CITY OF NEW YORK.

THE COMMISSIONER OF BRIDGES WILL sell at public auction to the highest bidder on

THURSDAY, JUNE 13, 1907,

at 10:30 a. m., at the Brooklyn Bridge Shops and Yards, Borough of Brooklyn, a quantity of old materials, as follows:

Item 1—About 50 tons, more or less, of scrap iron and steel mixed, at a price bid per gross ton.

Item 2—A lot of old roadway plank and lumber, at a lump sum price bid for the lot.

See General Instructions to Bidders on the last page, last column, of the "City Record."

No. 2. LABOR AND MATERIALS REQUIRED FOR THE PLUMBING AND WATER SUPPLY, ELECTRIC PUMPS AND HOT WATER HEATERS, ETC., FOR THE PUBLIC BATH BUILDING TO BE ERECTED ON THE NORTHEAST CORNER OF OLIVER AND CHERRY STREETS, BOROUGH OF MANHATTAN.

The time allowed for doing and completing the work will be two hundred and forty-five (245) consecutive calendar days.

The security required will be Five Thousand Dollars (\$5,000).

The bidder shall state one aggregate price for the whole work described and specified, as the contract is entire and for a complete job, and also a unit price per cubic yard for additional rock excavation, requiring blasting, and for boulders of more than  $\frac{1}{2}$  cubic yard volume (estimated at 500 cubic yards) for the purpose of comparing bids.

Plans and drawings may be seen and blank forms of the contracts and specifications may be obtained at the office of the architects, Messrs. Horgan & Slattery, No. 1 Madison avenue, Borough of Manhattan.

JOHN F. AHEARN,

Borough President.

The City of New York, May 17, 1907.

m17,29

See General Instructions to Bidders on the last page, last column, of the "City Record."

OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN, CITY HALL, THE CITY OF NEW YORK.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of Manhattan, at the City Hall, Room 16, until 3 o'clock p. m. on

MONDAY, MAY 27, 1907,

FOR FURNISHING ALL THE LABOR AND MATERIAL REQUIRED FOR FURNISHING AND DELIVERING 150 MANHOLE HEADS, 300 MANHOLE COVERS, 50 BASIN COVERS, 250 HOODS AND PLATES, 50 FLAT BASIN GRATE BARS (CORNERS), 100 FLAT BASIN GRATE BARS (SIDES), 50 HERRINGBONE GRATE BARS (CORNERS), 150 HERRINGBONE GRATE BARS (SIDES), 100 MANHOLE STEP IRONS.

The time for the delivery of the articles, materials and supplies and the performance of the contract is two hundred and fifty (250) calendar days.

The amount of the security required is Twenty-Five Hundred Dollars (\$2,500).

The bidder will state the price of each item or article contained in the specifications or schedules herein contained or hereto annexed, per pound, ton, dozen, yard or other unit of measure, by which the bids will be tested. The extensions must be made and footed up, as the bids will be read from the total and award made to the lowest bidder.

Delivery will be required to be made at the time and in the manner and in such quantities as may be directed.

Blank forms and further information may be obtained at the office of the Bureau of Sewers, No. 13 Park row.

Samples may be seen at the Corporation Yards, No. 415 West One Hundred and Twenty-third street, and at the corner of Rivington and Tompkins streets, Borough of Manhattan.

The City of New York, May 15, 1907.

JOHN F. AHEARN,

President, Borough of Manhattan.

m15,27

See General Instructions to Bidders on the last page, last column, of the "City Record."

## SUPREME COURT—FIRST DEPARTMENT.

### FIRST DEPARTMENT.

erly along said parallel line to its intersection with the westerly prolongation of a line parallel to and distant 100 feet northerly from the northerly line of West One Hundred and Seventy-seventh street; thence easterly along said prolongation and parallel line to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Broadway; thence southerly along said parallel line to its intersection with a line parallel to and distant 100 feet northerly from the northerly line of West One Hundred and Seventy-sixth street; thence easterly along said parallel line to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of St. Nicholas avenue; thence southerly along said parallel line to the point or place of beginning, as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I., to be held in the County Court House, in the Borough of Manhattan, in the City of New York, on the 25th day of July, 1907, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the CITY RECORD, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, May 20, 1907.

EMIL GOLDMARK,  
Chairman;  
JOHN W. JONES,  
HENRY W. HERBERT,  
Commissioners.

JOHN P. DUNN,  
Clerk.

m23,j11

#### FIRST DEPARTMENT.

In the matter of acquiring title by The City of New York to certain lands and premises situated on the northerly side of ONE HUNDRED AND THIRTEENTH STREET, between First and Second avenues, in the Borough of Manhattan, duly selected as a site for school purposes, according to law.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Appraisal in the above-entitled proceeding, do hereby give notice to the owner or owners, lessor or lessees, parties or persons respectively entitled to or interested in the lands, tenements, hereditaments and premises title to which is sought to be acquired in this proceeding, and to all others whom it may concern, to wit:

First—That, we have completed our estimate of the loss and damage to the respective owners, lessees, parties or persons respectively entitled to or interested in the lands and premises affected by this proceeding, or having any interest therein, and have filed a true report or transcript of such estimate in the office of the Board of Education of The City of New York, situated at the southwest corner of Fifty-ninth street and Park avenue, in the Borough of Manhattan, City of New York, for the inspection of whomsoever it may concern.

Second—That all parties or persons whose rights may be affected by the said estimate, or who may object to the same or any part thereof, may, within ten days after the first publication of this notice, May 22, 1907, file their objections, in writing, with us at our office, Room 401, No. 258 Broadway, in the Borough of Manhattan, in the City of New York; and we, the said Commissioners, will hear parties so objecting at our said office on the 4th day of June, 1907, at 4 o'clock in the afternoon of that day, and upon such subsequent days as may be found necessary.

Dated New York, May 21, 1907.  
FREDERICK ST. JOHN,  
NATHANIEL ELSBERG,  
JOHN R. NUGENT,  
Commissioners.

JOSEPH M. SCHENCK,  
Clerk.

m22,j3

#### FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST TWO HUNDRED AND TWENTY-NINTH STREET (although not yet named by proper authority), from Bailey avenue to Heath avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

NOTICE IS HEREBY GIVEN THAT the bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I., to be held at the County Court House, in the Borough of Manhattan, in the City of New York, on the 4th day of June, 1907, at 10:30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, May 22, 1907.

CHARLES E. BENSEL, JR.,  
THEODORE HAEBLIN,  
Commissioners.

JOHN P. DUNN,  
Clerk.

m22,j1

#### FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements, and hereditaments required for the opening and extending of WATERLOO PLACE (although not yet named by proper authority), between East One Hundred and Seventy-fifth street and East One Hundred and Seventy-sixth street, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

WE, THE UNDERSIGNED, COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved

lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in the City of New York, on or before the 10th day of June, 1907, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 13th day of June, 1907, at 3 o'clock p.m.

Second—That the abstracts of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 12th day of June, 1907.

Third—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of The Bronx, in the City of New York, which, taken together, are bounded and described as follows, viz:

Beginning at a point formed by the intersection of a line parallel to and 100 feet south from the southerly line of East One Hundred and Seventy-fifth street with a line parallel to and distant 100 feet westerly from the westerly line of Southern Boulevard; running thence northerly along the last mentioned parallel line to its intersection with the middle line of the block between East One Hundred and Seventy-sixth street and Fairmount place; thence westerly along said middle line of the block to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Marmion avenue; thence southerly along said line parallel to Marmion avenue and its southerly prolongation to its intersection with a line parallel to and distant 100 feet southerly from the southerly line of Crotona Park North; thence easterly and northerly along the said line parallel to Crotona Park North to its intersection with a line parallel to East One Hundred and Seventy-fifth street and distant 100 feet southerly therefrom; thence easterly along said last mentioned parallel line to the point or place of beginning; as such area is shown upon the final maps and profiles of the Twenty-third and Twenty-fourth Wards, excepting from said area all streets, avenues and roads or portions thereof heretofore legally opened, as such area is shown upon our benefit maps deposited as aforesaid.

Fourth—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I., to be held at the County Court House in the Borough of Manhattan, in the City of New York, on the 25th day of July, 1907, at the opening of the Court on that day.

Fifth—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the CITY RECORD, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, April 30, 1907.

EDWARD D. DOWLING,  
Chairman;  
MARTIN C. DYER,  
JOHN J. MACKIN,  
Commissioners.

JOHN P. DUNN,  
Clerk.

m18,j6

#### FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the widening of EAST ONE HUNDRED AND SEVENTY-SEVENTH STREET (Tremont avenue), (although not yet named by proper authority), from Boston road to the Bronx river, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants, of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate of damage, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in the City of New York, on or before the 6th day of June, 1907, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 7th day of June, 1907, at 3:30 o'clock p.m.

Second—That the abstract of our said estimate of damage, together with our damage map, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 7th day of June, 1907.

Third—That, provided there be no objections filed to said abstract, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I., to be held in the County Court House in the Borough of Manhattan, in the City of New York, on the 9th day of July, 1907, at the opening of the court on that day.

Fourth—In case, however, objections are filed to said abstract of estimate of damage, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the CITY RECORD, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, May 10, 1907.

HAROLD C. KNOEPPEL,  
Chairman;  
FREDERICK L. HAHN,  
MARTIN J. MOORE,  
Commissioners.

JOHN P. DUNN,  
Clerk.

m16,j4

#### FIRST DEPARTMENT.

#### FIRST DEPARTMENT.

In the matter of the application of the Mayor, Aldermen and Commonalty of The City of New York, by the Counsel to the Corporation, relative to acquiring title, wherever the same has been heretofore acquired, to all the lands, tenements, hereditaments, property, rights, terms, easements and privileges not owned by the Mayor, Aldermen and Commonalty of The City of New York, or any right, title and interest therein, not extinguishable by public authority, embraced within the lines of the GRAND BOULEVARD AND CONCOURSE and nine transverse roads, from a point on East One Hundred and Sixty-first street, in said City, at the intersection of said street and Mott avenue northerly to Mosholu parkway, as laid out and established by the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards of The City of New York, pursuant to the provisions of chapter 130 of the Laws of 1895.

NOTICE IS HEREBY GIVEN THAT THE supplemental and additional bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I., to be held at the County Court House in the Borough of Manhattan in The City of New York, on the 28th day of May, 1907, at 10:30 o'clock in forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the supplemental and additional bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of New York, there to remain for and during the space of ten days, as required by the provisions of the Greater New York Charter, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, May 14, 1907.

HUGH R. GARDEN,  
JOHN H. KNOEPPEL,  
WILLIAM ENDEMANN,  
Commissioners.

W.M. R. KEENE, Clerk.

m16,28

#### FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title in fee (wherever the same has not been heretofore acquired) to the lands and premises required for the opening and extending of the addition to CROTONA PARK laid out upon the map of The City of New York on June 29, 1906, and bounded on the north and west by Crotona Park, on the south by Crotona Park East and on the east by the Southern Boulevard, in the Borough of The Bronx, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, First Department, at a Special Term of said Court, to be held at Part III. thereof, in the County Court House, in the Borough of Manhattan, in The City of New York, on Monday, the 27th day of May, 1907, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title in fee by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of certain streets or avenues known as the addition to Crotona Park laid out upon the map of The City of New York on June 29, 1906, and bounded on the north and west by Crotona Park, on the south by Crotona Park East and on the east by the Southern Boulevard, in the Borough of The Bronx, City of New York, being the following described lots, pieces or parcels of land, viz:

Beginning at the intersection of the northern line of Crotona Park East with the western line of the Southern Boulevard;

1. Thence northerly along the western line of the Southern Boulevard for 300.20 feet to the southern line of Crotona Park;

2. Thence westerly along last mentioned line for 212.84 feet;

3. Thence southerly, still along last mentioned line, for 200 feet;

4. Thence westerly, still along last mentioned line, for 100 feet;

5. Thence southerly, still along last mentioned line, for 100.07 feet to the northern line of Crotona Park East;

6. Thence easterly along last mentioned line for 320.22 feet to the point of beginning.

The addition to Crotona Park was laid out on a map entitled "Map or plan showing the extension of Crotona Park at the Southern Boulevard and Crotona Park East, in the Twenty-fourth Ward, Borough of The Bronx, City of New York, prepared by the President of the Borough of The Bronx, under authority of chapter 466 of the Laws of 1901," which map was filed in the office of the President of the Borough of The Bronx on October 29, 1906, as Map No. 219, in the office of the Register of the City and County of New York on October 16, 1906, as Map No. 1135, and in the office of the Counsel to the Corporation of The City of New York on or about the same date as Map No. 61.

The land to be taken for the extension to Crotona Park is located in Block 2942 of Section 11 of the land map of The City of New York. Dated New York, May 14, 1907.

WILLIAM B. ELLISON,  
Corporation Counsel,  
Hall of Records,  
Borough of Manhattan,  
City of New York.

m14,27

#### FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title in fee, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of EDGEWATER ROAD, from Garrison avenue (or Mohawk avenue) to Seneca avenue, in the Borough of The Bronx, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, First Department, at a Special Term of said Court, to be held at Part III. thereof, in the County Court House, in the Borough of Manhattan, in The City of New York, on Monday, the 27th day of May, 1907, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate, one of whom shall be designated as a Commissioner of Assessment in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title in fee by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening and extending of Edgewater road, from Garrison avenue (or Mohawk avenue) to Seneca avenue, in the Twenty-third Ward, Borough of The Bronx, City of New York, being the following described lot, piece or parcel of land, viz:

Beginning at a point in the southern line of Garrison avenue for 155.189 feet easterly from the intersection of said line with the eastern line of Whittier street;

1. Thence easterly along the southern line of Garrison avenue for 100.58 feet;

2. Thence southerly deflecting 83 degrees 50 minutes 24 seconds to the right for 678.92 feet;  
3. Thence westerly deflecting 96 degrees 9 minutes 36 seconds to the right for 129.32 feet;  
4. Thence northerly deflecting 90 degrees to the right for 266.33 feet;  
5. Thence northerly for 411.04 feet to the point of beginning.

Edgewater road is laid out on Section 4 of the final maps and profiles of the Twenty-third and Twenty-fourth Wards of The City of New York, which map was filed in the office of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards, on July 8, 1893, in the office of the Register of the City and County of New York on July 12, 1893, and in the office of the Secretary of State of the State of New York on July 18, 1893.

The land to be taken for Edgewater road is located in Block 2762 of Section 10 of the Land Map of The City of New York.

The Board of Estimate and Apportionment on the 8th day of February, 1907, duly fixed and determined the area of assessment for benefit in this proceeding as follows:

"On the north by the prolongation westwardly of the southerly line of Ludlow avenue, as now laid out east of the Bronx river; on the east by the westerly side of the Bronx river; on the south by a line midway between the southerly side of Seneca avenue and the northerly side of Lafayette avenue; on the west by a line midway between the westerly side of Longfellow street and the easterly side of Bryant street, and on the northwest by the present southeasterly property line of the New York, New Haven and Hartford Railroad Company."

Dated New York, May 14, 1907.  
WILLIAM B. ELLISON,  
Corporation Counsel,  
Hall of Records,  
Borough of Manhattan,  
City of New York.  
m14,27

## FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title in fee (wherever the same has not been heretofore acquired) to EDEN AVENUE, from East One Hundred and Seventy-second street to East One Hundred and Seventy-fourth street, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, First Department, at a Special Term of said Court, to be held at Part III. thereof, in the County Court House, in the Borough of Manhattan, in The City of New York, on Monday, the 27th day of May, 1907, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title in fee by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto, belonging, required for the opening of a certain street or avenue known as Eden avenue, from East One Hundred and Seventy-second street to East One Hundred and Seventy-fourth street, in the Twenty-fourth Ward, Borough of The Bronx, City of New York, being the following-described lots, pieces or parcels of land, viz.:

## Parcel 1.

Beginning at the intersection of the northern line of East One Hundred and Fifty-eighth street with the western line of Walton avenue;

1. Thence westerly along the northern line of East One Hundred and Seventy-second street for 53.35 feet;

2. Thence northerly deflecting 59 degrees 13 minutes 59 seconds to the right for 469.35 feet;

3. Thence northerly curving to the right on the arc of a circle of 560 feet radius and tangent to the preceding course for 139.24 feet;

4. Thence northerly on a line tangent to the preceding course for 259.02 feet to the southern line of the parkway;

5. Thence easterly along last-mentioned line for 60 feet;

6. Thence southerly deflecting 90 degrees to the right for 259.02 feet;

7. Thence southerly curving to the left on the arc of a circle of 500 feet radius and tangent to the preceding course for 124.32 feet;

8. Thence southerly on a line tangent to the preceding course for 476.05 feet to the western line of Morris avenue;

9. Thence southerly along last-mentioned line for 24.99 feet to the point of beginning.

## Parcel A.

Beginning at the intersection of the southern line of East One Hundred and Seventy-third street distant 180 feet westerly from the intersection of said line with the western line of Morris avenue;

1. Thence westerly along the southern line of East One Hundred and Seventy-third street for 60 feet;

2. Thence southerly deflecting 90 degrees to the left for 196.70 feet to the northern line of the parkway;

3. Thence easterly along last-mentioned line for 60 feet;

4. Thence northerly for 196.70 feet to the point of beginning.

## Parcel B.

Beginning at a point in the southern line of East One Hundred and Seventy-third street distant 180 feet westerly from the intersection of said line with the western line of Morris avenue;

1. Thence westerly along the northern line of East One Hundred and Seventy-third street for 60 feet;

2. Thence northerly deflecting 90 degrees to the right for 314.32 feet to the southern line of East One Hundred and Seventy-fourth street;

3. Thence easterly along last-mentioned line for 60.94 feet;

4. Thence southerly for 325 feet to the point of beginning.

## Parcel C.

Beginning at a point in the northern line of East One Hundred and Seventy-third street distant 180 feet westerly from the intersection of said line with the western line of Morris avenue;

1. Thence westerly along the northern line of East One Hundred and Seventy-third street for 60 feet;

2. Thence northerly deflecting 90 degrees to the right for 314.32 feet to the southern line of East One Hundred and Seventy-fourth street;

3. Thence easterly along last-mentioned line for 60.94 feet;

4. Thence southerly for 325 feet to the point of beginning.

Eden avenue is shown on sections 9 and 14 of the final maps and profiles of the Twenty-third and Twenty-fourth Wards, respectively, filed in the office of the Commissioner of Street Improvements of the Twenty-third and Twenty-fourth Wards on October 31, 1895, and December 16, 1895, in the office of the Register of the City and County of New York, on November 2, 1895, and December 17, 1895, and in the office of the Secretary of State of the State of New York on November 2, 1895, and December 17, 1895.

The land to be taken for Eden avenue is located in Blocks 2819, 2820, 2823 and 2824 of Section 11 of the Land Map of The City of New York.

The Board of Estimate and Apportionment on the 16th day of November, 1906, duly fixed and determined the area of assessment for benefit in this proceeding as follows:

"Beginning at the intersection of the southeasterly side of the Grand Boulevard and Concourse with the westerly side of Morris avenue, and running thence southwardly along the westerly side of Morris avenue to the northwesterly

side of College avenue; thence southwesterly along the northwesterly side of College avenue to the northeasterly side of East One Hundred and Seventy-first street; thence northwesterly along the northeasterly side of East One Hundred and Seventy-first street to the southeasterly side of Sheridan avenue; thence northeasterly and northwardly along the easterly side of Sheridan avenue to a point 100 feet south of the southerly side of Belmont street; thence westwardly along a line 100 feet south of the southerly side of Belmont street and parallel therewith to the easterly side of the Grand Boulevard and Concourse; thence northeastwardly along the southeasterly side of the Grand Boulevard and Concourse to the westerly side of Morris avenue, the place of beginning."

Dated New York, May 14, 1907.  
WILLIAM B. ELLISON,  
Corporation Counsel,  
Hall of Records,  
Borough of Manhattan,  
City of New York.  
m14,27

## FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title in fee (wherever the same has not been heretofore acquired) to the lands and premises required for an extension of and approaches to the southerly end of the GRAND BOULEVARD AND CONCOURSE, from East One Hundred and Fifty-eighth street to East One Hundred and Sixty-fourth street, in the Twenty-third Ward, Borough of The Bronx, City of New York.

PURSUANT TO THE STATUTES IN SUCH cases made and provided, notice is hereby given that an application will be made to the Supreme Court of the State of New York, First Department, at a Special Term of said Court, to be held at Part III. thereof, in the County Court House, in the Borough of Manhattan, in The City of New York, on Monday, the 27th day of May, 1907, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title in fee by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for an extension of and approaches to the southerly end of the Grand Boulevard and Concourse, from East One Hundred and Fifty-eighth street to East One Hundred and Sixty-fourth street, in the Twenty-third Ward, Borough of The Bronx, City of New York, being the following-described lots, pieces or parcels of land, viz.:

## Parcel 1.

Beginning at the intersection of the northern line of East One Hundred and Fifty-eighth street with the eastern line of Walton avenue;

1. Thence northerly along the eastern line of Walton avenue for 445.98 feet to the southern line of the land acquired for the entrance to the Grand Boulevard and Concourse;

2. Thence easterly along last-mentioned line for 373.54 feet to the western line of Mott avenue;

3. Thence southerly along last-mentioned line for 403.56 feet to the northern line of East One Hundred and Fifty-eighth street;

4. Thence westerly along last-mentioned line for 376.55 feet to the point of beginning.

## Parcel 2.

Beginning at the intersection of the eastern line of Walton avenue with the southern line of East One Hundred and Sixty-fourth street;

1. Thence easterly along the southern line of East One Hundred and Sixty-fourth street for 256.37 feet to the western line of the Grand Boulevard and Concourse;

2. Thence southerly along last-mentioned line for 253.51 feet to the northern line of the entrance to the Grand Boulevard and Concourse;

3. Thence northerly along last-mentioned line for 24.38 feet to an angle point;

4. Thence northwesterly still along said line for 121.09 feet;

5. Thence northwesterly still along last-mentioned line for 37.37 feet;

6. Thence southwesterly still along last-mentioned line for 143.96 feet;

7. Thence southwesterly still along last-mentioned line for 87.35 feet;

8. Thence southwesterly still along last-mentioned line for 100.14 feet;

9. Thence southwesterly still along last-mentioned line for 121.35 feet;

10. Thence southwesterly still along last-mentioned line for 99.96 feet;

11. Thence southwesterly still along last-mentioned line for 44.78 feet to the eastern line of Walton avenue;

12. Thence northerly along last-mentioned line for 742.57 feet to the point of beginning.

## Parcel 3.

Beginning at the intersection of the eastern line of Walton avenue with the southern line of East One Hundred and Sixty-fourth street;

1. Thence easterly along the southern line of East One Hundred and Sixty-fourth street for 256.37 feet to the western line of the Grand Boulevard and Concourse;

2. Thence southerly along last-mentioned line for 253.51 feet to the northern line of the entrance to the Grand Boulevard and Concourse;

3. Thence northerly along last-mentioned line for 24.38 feet to an angle point;

4. Thence northwesterly still along said line for 121.09 feet;

5. Thence northwesterly still along last-mentioned line for 37.37 feet;

6. Thence southwesterly still along last-mentioned line for 143.96 feet;

7. Thence southwesterly still along last-mentioned line for 87.35 feet;

8. Thence southwesterly still along last-mentioned line for 100.14 feet;

9. Thence southwesterly still along last-mentioned line for 121.35 feet;

10. Thence southwesterly still along last-mentioned line for 99.96 feet;

11. Thence southwesterly still along last-mentioned line for 44.78 feet to the eastern line of Walton avenue;

12. Thence northerly along last-mentioned line for 742.57 feet to the point of beginning.

partment, at a Special Term of said Court, to be held at Part III. thereof, in the County Court House, in the Borough of Manhattan, in The City of New York, on Monday, the 27th day of May, 1907, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate in the above-entitled matter. The nature and extent of the improvement hereby intended is the acquisition of title in fee by The City of New York, for the use of the public, to all the lands and premises, with the buildings thereon and the appurtenances thereto belonging, required for the opening of certain streets or avenues known as Boston road, between Bronx Park and White Plains road, and Bear Swamp road, between Boston road and White Plains road, in the Twenty-fourth Ward, Borough of The Bronx, City of New York, being the following-described lots, pieces or parcels of land, viz.:

## Parcel A.

Beginning at a point on the northern line of Fordham road where the westerly line of West One Hundred and Eighty-fourth street (acquired as approach to Fordham Heights Bridge) would intersect said northern line if said western line were prolonged;

1. Thence northeasterly along said northern line of Fordham road for 13.75 feet;

2. Thence northeasterly along the northern line of Fordham road on the arc of a circle of 106.26 feet radius for 258.75 feet to the western line of Sedgwick avenue;

3. Thence northerly along the last-mentioned line on the arc of a circle of 2,220 feet radius for 538.14 feet;

4. Thence northerly still along said line on the arc of a circle of 1,018 feet radius for 341.99 feet radius to the western line of Bailey avenue;

5. Thence northerly along last-mentioned line on the arc of a circle of 154 feet radius for 115.82 feet;

6. Thence northerly still along said line on the arc of a circle of 1,205 feet radius for 239.72 feet;

7. Thence southerly on a line tangent to the preceding course for 243.56 feet;

8. Thence southerly curving to the right on the arc of a circle tangent to the preceding course and of 300 feet radius for 144.01 feet to a point of reverse curve;

9. Thence southerly on the arc of a circle of 1,137.65 feet radius for 299.04 feet to a point of compound curve;

10. Thence southerly on the arc of a circle of 2,232 feet radius for 532.82 feet to a point of reverse curve;

11. Thence southwesterly on the arc of a circle of 170 feet radius for 149.59 feet;

12. Thence southeasterly on a line tangent to the preceding course for 111.79 feet to the point of beginning.

## Parcel B.

Beginning at a point in the northern line of Fordham road at the common point of curve to two circles of 496.61 and 29.10 feet radius, respectively;

1. Thence easterly along the northern line of Fordham road on the arc of a circle of 496.61 feet radius for 24.71 feet to a point of reverse curve;

2. Thence northwesterly curving to the right on the arc of a circle of 37.50 feet radius for 95.01 feet to the southern line of West One Hundred and Eighty-eighth street;

3. Thence southwesterly along the southern line of West One Hundred and Eighty-eighth street on the arc of a circle of 430 feet radius for 28.59 feet;

4. Thence southeasterly along the southern line of West One Hundred and Eighty-eighth street and the northern line of Fordham road on the arc of a circle of 29.10 feet radius for 73.25 feet to the point of beginning.

## Parcel C.

Beginning at a point in the northern line of West One Hundred and Eighty-eighth street distant 45.73 feet easterly from the eastern line of Sedgwick avenue, measured along the northern line of West One Hundred and Eighty-eighth street;

3. Thence northerly, still along said line, for 269.86 feet to the southern line of Heath avenue;

4. Thence northeasterly along last mentioned line on the arc of a circle of 340.22 feet radius for 188.19 feet;

5. Thence southwesterly curving to the left on the arc of a circle tangent to the preceding course and of 276.95 feet radius for 178.01 feet;

6. Thence southerly on a line tangent to the preceding course for 378.71 feet;

7. Thence southerly, curving to the left on the arc of a circle tangent to the preceding course and of 1,105 feet radius, for 297.31 feet;

8. Thence southerly on a line tangent to the preceding course for 100 feet to the point of beginning.

*Parcel "G."*

Beginning at the intersection of the northern line of West One Hundred and Ninety-second street with the western line of Bailey avenue as legally acquired;

1. Thence northerly along last mentioned line for 753.17 feet to the southern line of West One Hundred and Ninety-fourth street;

2. Thence westerly along last mentioned line for 40 feet;

3. Thence southerly, deflecting 90 degrees to the left, for 753.17 feet to the northern line of West One Hundred and Ninety-second street;

4. Thence easterly along last mentioned line for 40 feet to the point of beginning.

*Parcel "H."*

Beginning at the intersection of the northern line of West One Hundred and Ninety-fourth street with the western line of Bailey avenue, as legally acquired;

1. Thence westerly along the northern line of West One Hundred and Ninety-fourth street for 40 feet;

2. Thence northerly, deflecting 90 degrees to the right, for 386.06 feet;

3. Thence westerly, deflecting 88 degrees 28 minutes and 48 seconds to the left, for 194.57 feet to the eastern line of Exterior street;

4. Thence northerly along last mentioned line on the arc of a circle of 3,795 feet radius for 7.17 feet to the southern line of Kingsbridge road;

5. Thence easterly along last mentioned line for 208.16 feet;

6. Thence southeasterly, still along said line, on the arc of a circle of 25 feet radius for 41.59 feet to the western line of Bailey avenue, as acquired;

7. Thence southerly along last mentioned line for 392.76 feet to the point of beginning.

*Parcel "I."*

Beginning at the intersection of the southern line of West Two Hundred and Thirtieth street with the western line of Bailey avenue, as acquired;

1. Thence southerly along last mentioned line for 273.60 feet;

2. Thence southerly, still along last mentioned line, on the arc of a circle of 2,040 feet radius for 585.10 feet;

3. Thence southerly, still along last mentioned line for 245.54 feet;

4. Thence southwesterly, still along last mentioned line, on the arc of a circle of 35.14 feet radius for 44.31 feet;

5. Thence northerly, deflecting 107 degrees 44 minutes and 30 seconds to the right from a tangent drawn westerly from the western extremity of the preceding course, for 514.18 feet;

6. Thence northerly, deflecting 14 degrees 14 minutes and 40 seconds to the left, for 621.66 feet to the southern line of West Two Hundred and Thirtieth street;

7. Thence easterly along last mentioned line for 16.87 feet to the point of beginning.

*Parcel "J."*

Beginning at the intersection of the southern line of West Two Hundred and Twenty-ninth street with the eastern line of Bailey avenue, as acquired;

1. Thence southerly along last mentioned line on the arc of a circle of 2,100 feet radius for 243.48 feet;

2. Thence southerly, still along said line, for 212.39 feet;

3. Thence southeasterly, still along said line and the northern line of Kingsbridge road on the arc of a circle of 75.65 feet radius, for 116.95 feet;

4. Thence easterly along last mentioned line for 20.57 feet;

5. Thence westerly, deflecting 155 degrees 15 minutes and 42 seconds to the left, for 87.76 feet;

6. Thence northerly, deflecting 63 degrees 47 minutes and 3 seconds to the right, for 497.55 feet to the southern line of West Two Hundred and Twenty-ninth street;

7. Thence westerly along last mentioned line for 30 feet to the point of beginning.

*Parcel "K."*

Beginning at the intersection of the northern line of West Two Hundred and Twenty-ninth street with the eastern line of Bailey avenue, as acquired;

1. Thence northerly along last mentioned line on the arc of a circle of 2,100 feet radius for 298.80 feet;

2. Thence northerly, still along last mentioned line, for 253.53 feet;

3. Thence northerly, still along last mentioned line, for 272.21 feet to the southern line of Boston avenue;

4. Thence easterly along last mentioned line for 20.24 feet;

5. Thence southerly, deflecting 99 degrees 3 minutes and 13 seconds to the right, for 262.25 feet;

6. Thence southerly, deflecting 13 degrees and 56 minutes to the left, for 561.67 feet to the northern line of West Two Hundred and Twenty-ninth street;

7. Thence westerly along last mentioned line for 22.87 feet to the point of beginning.

*Parcel "L."*

Beginning at the intersection of the northern line of West Two Hundred and Thirtieth street with the western line of Bailey avenue, as acquired;

1. Thence westerly along the northern line of West Two Hundred and Thirtieth street for 20.10 feet;

2. Thence northerly, deflecting 95 degrees 54 minutes and 30 seconds to the right, for 224.28 feet to the southern line of Albany road;

3. Thence southeasterly along last mentioned line on the arc of a circle of 500 feet radius for 21.11 feet to the western line of Bailey avenue;

4. Thence southerly along last mentioned line for 215.47 feet to the point of beginning.

*Parcel "M."*

Beginning at the intersection of the western line of Bailey avenue, as acquired, with the southern line of West Two Hundred and Thirty-first street;

1. Thence westerly along last mentioned line for 20.16 feet;

2. Thence southerly deflecting 82 degrees 49 minutes and 22 seconds to the left, for 406.76 feet to the northern line of Albany road;

3. Thence southeasterly along last mentioned line on the arc of a circle of 440 feet radius for 21.15 feet to the western line of Bailey avenue;

4. Thence northerly along last mentioned line for 416.27 feet to the point of beginning.

*Parcel "N."*

Beginning at the intersection of the northern line of West Two Hundred and Thirty-first street with the western line of Bailey avenue, as acquired;

1. Thence northerly along last mentioned line for 584.87 feet;

2. Thence northerly, still along said line on the arc of a circle of 1,160 feet radius for 30.14 feet to the southern line of West Two Hundred and Thirty-first street;

3. Thence westerly along last mentioned line for 68.33 feet to the eastern line of Albany road;

4. Thence southwesterly along last mentioned line for 27.22 feet;

5. Thence easterly, deflecting 132 degrees 43 minutes and 30 seconds to the left, for 45.92 feet;

6. Thence southerly deflecting 92 degrees 30 minutes and 4 seconds to the right, for 504.82 feet to the northern line of West Two Hundred and Thirty-first street;

7. Thence easterly along last mentioned line for 20.45 feet to the point of beginning.

*Parcel "O."*

Beginning at the intersection of the northern line of Boston avenue with the eastern line of Bailey avenue, as acquired;

1. Thence northerly along last mentioned line for 1,072.48 feet;

2. Thence northerly, still along said line, on the arc of a circle of 1,220 feet radius, for 39.67 feet;

3. Thence southerly on a line tangent to the preceding course drawn from its northern extremity for 634.75 feet;

4. Thence southerly, deflecting 1 degree 51 minutes and 48 seconds to the right, for 480.76 feet to the northern line of Boston avenue;

5. Thence easterly along last mentioned line on the arc of a circle of 480 feet radius for 20.22 feet to the point of beginning.

*Parcel "P."*

Beginning at the intersection of the southern line of West Two Hundred and Thirty-eighth street with the western line of Albany road, as acquired;

1. Thence southerly along last mentioned line on the arc of a circle of 1,370.25 feet radius for 438.44 feet;

2. Thence southerly, still along said line, for 531.09 feet;

3. Thence southerly, still along said line, for 760.46 feet;

4. Thence southwesterly, still along said line, for 58.55 feet;

5. Thence northerly, deflecting 136 degrees 54 minutes and 30 seconds to the right, for 802.55 feet;

6. Thence northerly, deflecting 1 degree 55 seconds and 10 minutes to the left, for 530.42 feet;

7. Thence northerly, curving to the right on the arc of a circle tangent to the preceding course and of 1,410.25 feet radius, for 447.55 feet to the southern line of West Two Hundred and Thirty-eighth street;

8. Thence easterly along last mentioned line for 40.16 feet to the point of beginning.

*Parcel "Q."*

Beginning at the intersection of the northern line of West Two Hundred and Thirty-eighth street with the western line of Albany road, as acquired;

1. Thence northeasterly along last mentioned line for 402.16 feet;

2. Thence northerly, still along said line, on the arc of a circle of 560 feet radius, for 353.87 feet;

3. Thence easterly, still along said line, for 150.32 feet;

4. Thence northerly, still along said line, on the arc of a circle of 35.51 feet radius, for 97.98 feet;

5. Thence westerly on a line tangent to the preceding course for 1.24 feet;

6. Thence southerly, curving to the right on the arc of a circle tangent to the preceding course and whose radius is 15 feet, for 41.39 feet;

7. Thence westerly on a line tangent to the preceding course for 162.82 feet;

8. Thence southwesterly, curving to the left on the arc of a circle tangent to the preceding course and whose radius is 600 feet, for 379.14 feet;

9. Thence southwesterly on a line tangent to the preceding course for 406.45 feet to the northern line of West Two Hundred and Thirty-eighth street;

10. Thence easterly along last mentioned line for 40.23 feet to the point of beginning.

The widening of Sedgwick avenue, Bailey avenue and Albany road, the extending of Heath avenue and Bailey avenue are shown on a map entitled "Map or plan showing the change of lines and grades of Harlem River terrace, between the new street between Harlem River terrace and Exterior street, laid out on plan approved by the Board of Estimate and Apportionment on July 14, 1905, and Bailey avenue, and showing the widening of Sedgwick avenue, between Fordham road and Bailey avenue, widening Bailey avenue, between Sedgwick avenue and Albany road (West Two Hundred and Thirty-third street); widening Albany road, between Bailey avenue (West Two Hundred and Thirty-third street) and Van Cortlandt Park South; widening the first street west of the intersection of Albany road and Van Cortlandt Park South, and laying out a public place between Harlem River terrace, as changed, and Bailey avenue, in the Twenty-fourth Ward, Borough of The Bronx, City of New York, prepared by the President of the Borough of The Bronx, under authority of chapter 466 of the Laws of 1901," which map was filed in the office of the President of the Borough of The Bronx on July 23, 1905, in the office of the Register of the City and County of New York on July 17, 1906, and in the office of the Counsel to the Corporation of The City of New York on or about the same date, in pigeonhole 50.

The widening of Kingsbridge road is shown on a map entitled "Map or plan showing the location and grades of avenues and streets connecting the Borough of Manhattan with the Borough of The Bronx at Farmer's Bridge, so far as said change affects the Borough of The Bronx," which map was filed in the office of the President of the Borough of The Bronx on July 23, 1906, in the office of the Register of the City and County of New York on July 17, 1906, and in the office of the Counsel to the Corporation of The City of New York on or about the same date, in pigeonhole 33.

The widening of Sedgwick avenue is shown on a map entitled "Map or plan showing the location and grades of avenues and streets connecting the Borough of Manhattan with the Borough of The Bronx at Farmer's Bridge, so far as said change affects the Borough of The Bronx," which map was filed in the office of the President of the Borough of The Bronx on July 23, 1906, in the office of the Register of the City and County of New York on July 17, 1906, and in the office of the Counsel to the Corporation of The City of New York on or about the same date, in pigeonhole 33.

The widening of Albany road is shown on a map entitled "Map or plan showing the location and grades of avenues and streets connecting the Borough of Manhattan with the Borough of The Bronx at Farmer's Bridge, so far as said change affects the Borough of The Bronx," which map was filed in the office of the President of the Borough of The Bronx on July 23, 1906, in the office of the Register of the City and County of New York on July 17, 1906, and in the office of the Counsel to the Corporation of The City of New York on or about the same date, in pigeonhole 33.

The widening of Heath avenue is shown on a map entitled "Map or plan showing the location and grades of avenues and streets connecting the Borough of Manhattan with the Borough of The Bronx at Farmer's Bridge, so far as said change affects the Borough of The Bronx," which map was filed in the office of the President of the Borough of The Bronx on July 23, 1906, in the office of the Register of the City and County of New York on July 17, 1906, and in the office of the Counsel to the Corporation of The City of New York on or about the same date, in pigeonhole 33.

The widening of Bailey avenue is shown on a map entitled "Map or plan showing the location and grades of avenues and streets connecting the Borough of Manhattan with the Borough of The Bronx at Farmer's Bridge, so far as said change affects the Borough of The Bronx," which map was filed in the office of the President of the Borough of The Bronx on July 23, 1906, in the office of the Register of the City and County of New York on July 17, 1906, and in the office of the Counsel to the Corporation of The City of New York on or about the same date, in pigeonhole 33.

The widening of Albany road is shown on a map entitled "Map or plan showing the location and grades of avenues and streets connecting the Borough of Manhattan with the Borough of The Bronx at Farmer's Bridge, so far as said change affects the Borough of The Bronx," which map was filed in the office of the President of the Borough of The Bronx on July 23, 1906, in the office of the Register of the City and County of New York on July 17, 1906, and in the office of the Counsel to the Corporation of The City of New York on or about the same date, in pigeonhole 33.

The widening of Heath avenue is shown on a map entitled "Map or plan showing the location and grades of avenues and streets connecting the Borough of Manhattan with the Borough of The Bronx at Farmer's Bridge, so far as said change affects the Borough of The Bronx," which map was filed in the office of the President of the Borough of The Bronx on July 23, 1906, in the office of the Register of the City and County of New York on July 17, 1906, and in the office of the Counsel to the Corporation of The City of New York on or about the same date, in pigeonhole 33.

The widening of Bailey avenue is shown on a map entitled "Map or plan

## FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of WEST ONE HUNDRED AND SIXTY-SECOND STREET (although not yet named by proper authority), from Broadway to Riverside drive, in the Twelfth Ward, Borough of Manhattan, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate of damage, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby and having objections thereto, do present their said objections, in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in the City of New York, on or before the 31st day of May, 1907, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 3d day of June, 1907, at 1 o'clock p.m.

Second—That the abstract of our said estimate of damage, together with our damage maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 3d day of June, 1907.

Third—That we propose to assess for benefit, which assessment will appear in our last partial and separate abstract of estimate and assessment and will be contained in our last partial and separate report, all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Manhattan, in The City of New York, which, taken together, are bounded and described as follows, viz.:

Beginning at the point of intersection of a line parallel to and distant 100 feet easterly from the easterly line of Edgecombe road, with the easterly prolongation of a line parallel to and distant 100 feet southerly from the southerly line of West One Hundred and Sixty-second street; running thence westerly along said parallel line to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Broadway; thence southerly along said parallel line to its intersection with a line parallel to and distant 100 feet southerly from the southerly line of West One Hundred and Sixty-first street; thence westerly along said parallel line to its intersection with the middle line of the block between Riverside drive and the land of the New York Central and Hudson River Railroad Company; thence northerly along said middle line to its intersection with the westerly prolongation of a line parallel to and distant 100 feet northerly from the northerly line of West One Hundred and Sixty-third street; thence easterly along said parallel line to its intersection with a line parallel to and distant 100 feet easterly from the easterly line of Edgecombe road; thence southerly along said parallel line to the point or place of beginning, as such area is shown on our benefit maps, deposited as aforesaid.

Fourth—That, provided there be no objections filed to said abstract, our first partial and separate report herein will be presented for confirmation to the Supreme Court of the State of New York, First Department, at a Special Term thereof, Part I., to be held in the County Court House, in the Borough of Manhattan, in The City of New York, on the 9th day of July, 1907, at the opening of the court on that day.

Fifth—In case, however, objections are filed to said abstract of estimate of damage, the notice of motion to confirm our first partial and separate report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the CITY RECORD, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, May 7, 1907.

DANIEL O'CONNELL,  
Chairman;  
HENRY CAMPBELL,  
THOS. P. DINNEAN,  
Commissioners.

JOHN P. DUNN,  
Clerk.

m11,29

## FIRST DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the widening of WEST ONE HUNDRED AND SEVENTY-SEVENTH STREET (although not yet named by proper authority), on the southerly side, from the bulkhead line of the Harlem river to a point 150 feet easterly, in the Twenty-fourth Ward, Borough of The Bronx, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate of damage, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby and having objections thereto, do present their said objections in writing, duly verified, to us at our office, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in The City of New York, on or before the 31st day of May, 1907, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 3d day of June, 1907, at 1 o'clock p.m.

Second—That the abstract of our said estimate of damage, together with our damage map, and also all the affidavits, estimates, proofs and other documents used by us in making the same have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, Nos. 90 and 92 West Broadway, in the Borough of Manhattan, in said City, there to remain until the 3d day of June, 1907.

Third—That, provided there be no objections filed to said abstract, our final report herein will be presented for confirmation to the Supreme

Court of the State of New York, First Department, at a Special Term thereof, Part I., to be held in the County Court House, in the Borough of Manhattan, in The City of New York, on the 9th day of July, 1907, at the opening of the Court on that day.

Fourth—In case, however, objections are filed to said abstract of estimate of damage, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the CITY RECORD, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 658 of the Laws of 1906.

Dated Borough of Manhattan, New York, May 2, 1907.

WILLIAM G. FISHER,  
Chairman;  
MICHAEL J. MENEY,  
GEO. W. SIEMES,  
Commissioners.

JOHN P. DUNN,  
Clerk.

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## FIRST DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title, wherever the same has not been heretofore acquired, to all such real estate and to any right, title and interest therein, not owned by The City of New York, which shall be embraced within the lines of RIVERSIDE DRIVE AND PARKWAY (although not yet named by proper authority), from One Hundred and Thirty-fifth street to the Boulevard Lafayette, in the Twelfth Ward, Borough of Manhattan, in The City of New York, as laid out and established by the Board of Street Opening and Improvement, by said Board on December 11, 1903, and approved by the Mayor of The City of New York on December 18, 1903.

The proceedings herein were amended by including the said lands by an order of the Supreme Court made and entered in the office of the Clerk of the County of Kings on the 8th day of June, 1906, a copy of which order was filed in the office of the Register of the County of Kings on the 2d day of May, 1907, and indexed in the index of Conveyances in Section 19, Blocks 6312, 6313, 6314, 6325 and 6326.

All parties and persons interested in the lands and premises so included for the purpose of opening said street, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office in the Bureau of Street Openings of the Law Department, No. 166 Montague street, Borough of Brooklyn, in The City of New York, with such affidavits or other proofs as the said owner or claimants may desire, within twenty days after date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 18th day of June, 1907, at 2 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto; and at such time and place, and at such further or other time and place as we may appoint, we will hear such owners in relation thereto, and examine proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner or on behalf of The City of New York.

Dated Borough of Brooklyn, The City of New York, May 24, 1907.

WALTER E. PARFITT,  
WM. B. GREEN,  
THOMAS H. STEWART,  
Commissioners.

JAMES F. QUIGLEY,  
Clerk.

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## SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title to the lands, tenements and hereditaments required for the purpose of opening and extending BEDFORD AVENUE, from Heyward street to the southeast corner of Williamsburg Bridge Plaza, in the Thirteenth and Nineteenth Wards, in the Borough of Brooklyn, in The City of New York, as the same has been heretofore laid out.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, at a Special Term thereof to be held for the hearing of motions, at the Kings County Court House, in the Borough of Brooklyn, in The City of New York, on the 10th day of June, 1907, at 10:30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of Kings, there to remain for and during the space of ten days, as required by the provisions of section 999 of title 4 of chapter 17, of chapter 378 of the Laws of 1897, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Brooklyn, New York, May 24, 1907.

WILLIAM A. MATHIS,  
WILLIAM E. PHILIPS,  
FRANK J. HELMLE,  
Commissioners.

JAMES F. QUIGLEY,  
Clerk.

m24,j5

## SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the construction of the new bridge over FLUSHING CREEK, between Jackson avenue, in the former Town of Newtown, and Broadway, in the former Town of Flushing, in the Borough of Queens, City of New York.

NOTICE IS HEREBY GIVEN THAT THE report of Luke Otten, W. W. Gillen and George Wallace, Commissioners of Estimate and Appraisal, duly appointed in the above-entitled proceeding, which report bears date the 9th day of May, 1907, was filed in the office of the Board of Estimate and Apportionment of The City of New York, Room 805, No. 277 Broadway, in the Borough of Manhattan, on the 21st day of May, 1907, and a duplicate of said report was filed in the office of the Clerk of the County of Queens on the 22d day of May, 1907.

Notice is further given that the said report will be presented for confirmation to the Supreme Court of the State of New York, in the Second Judicial District, at Special Term for the hearing of motions, to be held at the County Court House, in the Borough of Brooklyn, in The City of New York, on the 6th day of June, 1907, at the opening of the Court on that day, and that then and there, or as soon thereafter as counsel can be heard thereon, a motion will be made that the said report be confirmed.

Dated New York, May 21, 1907.

WILLIAM B. ELLISON,  
Corporation Counsel,  
Hall of Records,  
Borough of Manhattan,  
City of New York.

m22,j4

## SECOND DEPARTMENT.

In the matter of the application of The City of New York, relative to acquiring title wherever the same has not been heretofore acquired, to the lands, tenements and hereditaments required for the opening and extending of VAN ALST AVENUE (although not yet named by proper authority), from Nott avenue to Hoyt avenue, in the First Ward, Borough of Queens, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their

pose of opening the said street, as particularly described in the petition of The City of New York, filed with said order in the office of the Clerk of Kings County, and for the purpose of making a just and equitable assessment of the benefit of said street so to be opened, to the respective owners, parties and persons respectively entitled to or interested in the lands and premises and not required for the purpose of opening said street but benefited thereby, and of ascertaining and defining the district benefited by said assessment, and the extent and boundaries of the respective tracts and parcels of land participating in said benefit, and of performing the trusts and duties required of us by title 4 of chapter 17 of the Charter of The City of New York, and the acts or parts of acts supplementary thereto or amendatory thereof.

The Board of Estimate and Apportionment adopted a resolution on the 1st day of July, 1904, amending the within proceeding by including that portion of Eighty-fourth street lying between Seventeenth avenue and Eighteenth avenue and such lands as are necessary to widen said street between Sixteenth avenue and Eighteenth avenue in accordance with the change of map adopted by said Board on December 11, 1903, and approved by the Mayor of The City of New York on December 18, 1903.

The proceedings herein were amended by including the said lands by an order of the Supreme Court made and entered in the office of the Clerk of the County of Kings on the 8th day of June, 1906, a copy of which order was filed in the office of the Register of the County of Kings on the 2d day of May, 1907, and indexed in the index of Conveyances in Section 19, Blocks 6312, 6313, 6314, 6325 and 6326.

All parties and persons interested in the lands and premises so included for the purpose of opening said street, or affected thereby, and having any claim or demand on account thereof, are hereby required to present the same, duly verified, to us, the undersigned Commissioners of Estimate and Assessment, at our office in the Bureau of Street Openings of the Law Department, No. 166 Montague street, Borough of Brooklyn, in The City of New York, with such affidavits or other proofs as the said owner or claimants may desire, within twenty days after date of this notice.

And we, the said Commissioners, will be in attendance at our said office on the 18th day of June, 1907, at 2 o'clock in the afternoon of that day, to hear the said parties and persons in relation thereto; and at such further or other time and place as we may appoint, we will hear such owners in relation thereto, and examine proofs of such claimant or claimants, or such additional proofs and allegations as may then be offered by such owner or on behalf of The City of New York.

First—That we have completed our estimate of damage, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do present their said objections, in writing, duly verified, to us at our office in the office of the Law Department, No. 166 Montague street, in the Borough of Brooklyn, in The City of New York, on or before the 10th day of June, 1907, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 12th day of June, 1907, at 2 o'clock p.m.

Second—That the abstract of our said estimate of damage, together with our damage maps, and also all the affidavits, estimates, proofs and other documents used by us in making our report, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, in the Borough of Brooklyn, No. 166 Montague street, in the Borough of Brooklyn, in The City of New York, there to remain until the 21st day of June, 1907.

Third—That our report herein will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof for the hearing of motions, to be held in the County Court House, in the Borough of Brooklyn, in The City of New York, on the 31st day of July, 1907, at the opening of the Court on that day.

Dated Borough of Brooklyn, The City of New York, May 21, 1907.

JOSEPH P. CONWAY,  
Chairman;  
JOSEPH H. GLEISCH,  
JOHN FINLEY,  
Commissioners.

JAMES F. QUIGLEY,  
Clerk.

m21,j7

## SECOND JUDICIAL DISTRICT.

In the matter of the application of The City of New York, acting by and through the Commissioner of Docks, relative to acquiring right and title to and possession of certain lands and premises and lands under water and wharf property necessary to be taken for the improvement of the water front and harbor of The City of New York for ferry purposes, in the vicinity of Canal street, Stapleton, in the Borough of Richmond, in The City of New York, pursuant to a certain plan heretofore adopted by the Commissioner of Docks and approved by the Commissioners of the Sinking Fund.

NOTICE IS HEREBY GIVEN THAT THE bill of costs, charges and expenses incurred by reason of the proceedings in the above-entitled matter, will be presented for taxation to one of the Justices of the Supreme Court of the State of New York, Second Department, at a Special Term for the hearing of motions to be held at the County Court House in the Borough of Brooklyn, in The City of New York, on the 27th day of May, 1907, at 10:30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard thereon; and that the said bill of costs, charges and expenses has been deposited in the office of the Clerk of the County of Kings, there to remain for and during the space of ten days, as required by the provisions of section 999 of title 4 of chapter 17, of chapter 378 of the Laws of 1897, as amended by chapter 466 of the Laws of 1901.

Dated Borough of Manhattan, New York, May 14, 1907.

STEPHEN D. STEPHENS,  
EDWARD M. MULLER,  
WILLIAM ALLAIRE SHORTT,  
Commissioners.

JOSEPH M. SCHENCK, Clerk.

m15,25

## SECOND DEPARTMENT.

In the matter of the application of The City of New York relative to acquiring title, wherever the same has not been heretofore acquired, to the lands and premises required for the opening and extending of VAN ALST AVENUE (although not yet named by proper authority), from Nott avenue to Hoyt avenue, in the First Ward, Borough of Queens, City of New York.

WE, THE UNDERSIGNED COMMISSIONERS of Estimate and Assessment in the above-entitled matter, hereby give notice to all persons interested in this proceeding, and to the owner or owners, occupant or occupants of all houses and lots and improved and unimproved lands affected thereby, and to all others whom it may concern, to wit:

First—That we have completed our estimate and assessment, and that all persons interested in this proceeding, or in any of the lands, tenements and hereditaments and premises affected thereby, and having objections thereto, do pre-

sent their said objections, in writing, duly verified, to us at our office, No. 252 Jackson avenue, in the Borough of Queens, in The City of New York, on or before the 6th day of June, 1907, and that we, the said Commissioners, will hear parties so objecting, and for that purpose will be in attendance at our said office on the 10th day of June, 1907, at 2 o'clock p.m.

Second.—That the abstracts of our said estimate and assessment, together with our damage and benefit maps, and also all the affidavits, estimates, proofs and other documents used by us in making the same, have been deposited in the Bureau of Street Openings in the Law Department of The City of New York, No. 252 Jackson avenue, in the Borough of Queens, in said City, there to remain until the 15th day of June, 1907.

Third.—That the limits of our assessment for benefit include all those lands, tenements and hereditaments and premises situate, lying and being in the Borough of Queens, in The City of New York, which, taken together, are bounded and described as follows, viz:

Beginning at a point formed by the intersection of the northerly line of Eighth street with the easterly line of the Boulevard; running thence northerly along said easterly line of the Boulevard to its intersection with the southerly line of Webster avenue; thence easterly along said southerly line to its intersection with the easterly line of Sherman street; thence northerly along said easterly line to its intersection with the southerly line of Graham avenue; thence easterly along said southerly line to its intersection with the easterly line of Marion street; thence northerly, along said easterly line and its prolongation to its intersection with the southerly prolongation of the middle line of the blocks between Hopkins avenue and Sherman avenue; thence continuing northerly along said middle line and its prolongation to its intersection with the southerly line of Taylor street; thence continuing northerly, along a straight line to a point formed by the intersection of the northwesterly line of Main street with the easterly line of Remsen street; thence continuing northerly along said easterly line of Remsen street and the easterly line of the Boulevard to its intersection with the southerly line of Potter avenue; thence easterly along said southerly line to its intersection with a line parallel to and 100 feet westerly from the westerly line of the Crescent; thence southerly along said parallel line to its intersection with the northerly line of Nott avenue; thence continuing southerly to a point in the southerly line of Nott avenue midway between Jackson avenue and Ely avenue; thence continuing southerly to a point formed by the intersection of the northwesterly line of Jackson avenue with the northerly line of Eleventh street; thence southwesterly along said northwesterly line of Jackson avenue to its intersection with the northerly line of Eighth street; thence westerly along said northerly line of Eighth street to the point or place of beginning; excepting from said area all streets, avenues and roads or portions thereof heretofore legally opened as such area is shown upon our benefit maps, deposited as aforesaid.

Fourth.—That, provided there be no objections filed to either of said abstracts, our final report herein will be presented for confirmation to the Supreme Court of the State of New York, Second Department, at a Special Term thereof, to be held for the hearing of motions, in the County Court House, in the Borough of Brooklyn, in The City of New York, on the 17th day of October, 1907, at the opening of the Court on that day.

Fifth.—In case, however, objections are filed to either of said abstracts of estimate and assessment, the notice of motion to confirm our final report herein will stand adjourned to the date to be hereafter specified, and of which notice will be given to all those who have theretofore appeared in this proceeding, as well as by publication in the CITY RECORD, pursuant to sections 981 and 984 of the Greater New York Charter, as amended by chapter 688 of the Laws of 1906.

Dated Borough of Manhattan, New York, April 16, 1907.

PETER LEININGER,  
Chairman;  
THOMAS B. SEAMAN,  
Commissioners.

JOHN P. DUNN,  
Clerk.

m14,j2

## SUPREME COURT—THIRD JUDICIAL DISTRICT.

### THIRD JUDICIAL DISTRICT, ULSTER COUNTY.

#### ASHOKAN RESERVOIR.

##### SECTION NO. 6.

Notice of Application for the Appointment of Commissioners of Appraisal.

PUBLIC NOTICE IS HEREBY GIVEN that it is the intention of the Corporation Counsel of The City of New York to make application to the Supreme Court of the State of New York for the appointment of Commissioners of Appraisal under chapter 724 of the Laws of 1905, as amended. Such application will be made at a Special Term of the Supreme Court to be held in and for the Third Judicial District, at the City Hall, City of Albany, N.Y., on June 29, 1907, at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard. The object of such application is to obtain an order of the Court appointing three disinterested and competent freeholders, one of whom shall reside in the County of Ulster, and at least one of whom shall reside in the county where the real estate hereinafter described is situated, to act as Commissioners of Appraisal under said act and discharge all the duties conferred by the said act and the acts amendatory thereof, upon such Commissioners of Appraisal, for the purpose of providing an additional supply of pure and wholesome water for The City of New York.

The real estate to be acquired herein is situated in the Town of Hurley, and is to be acquired in fee for the purpose of furnishing an additional supply of pure and wholesome water to The City of New York. The following is a statement of the boundaries of the lands to be acquired herein, with a reference to the date and place of filing of the map. All the parcels herein described are to be acquired in fee and are colored pink on the map hereinafter referred to.

All those certain pieces or parcels of real estate situated in the Town of Hurley, County of Ulster, and State of New York, shown on a map entitled "Reservoir Department, Section No. 6, Board of Water Supply of The City of New York, Map of real estate situated in the Town of Hurley, County of Ulster, and State of New York, to be acquired by The City of New York, under the provisions of chapter 724 of the Laws of 1905, as amended, for the construction of Ashokan Reservoir and appurtenances, in the vicinity of Ashton, south of railroad," which map was filed in the office of the County Clerk of the County of Ulster, at Kingston, New York, on the 8th day of May, 1907, and is bounded and described as follows:

Beginning at the most westerly point of Parcel No. 223, in the southerly property line of the Ulster and Delaware Railroad Company, where the same is intersected by the line between the Towns of Hurley and Olive, and running thence along the said southerly railroad property line and the northerly lines of said Parcel No. 223 and of Parcels Nos. 227, 230, 231, 229, 233, 234, 235, 236, 240, 239, 241 and 248, north 52 degrees 28 minutes east 8,399.9 feet and on a curve of 5,697 feet radius to the right 1,281.6 feet, crossing and recrossing Beaver Kill to the most northerly point of before mentioned Parcel No. 248, in the centre of a road leading from Ashton Post Office to West Hurley; thence along the centre of said road, the northerly line of said Parcel No. 248, partly along the northerly line of Parcel No. 249 and still continuing along the before mentioned southerly railroad property line, south 67 degrees 44 minutes east 193 feet, to the most westerly point of Parcel No. 251; thence along the northerly lines of said parcel and of Parcels Nos. 252, 257, 258, 260, 264 and 268, and still continuing along the before mentioned southerly railroad property line the following courses, distances and curves: North 48 degrees 15 minutes east 47.3 feet, north 64 degrees 27 minutes east 801.4 feet, north 71 degrees 31 minutes east 349.1 feet, north 76 degrees 33 minutes east 3,286.3 feet and on a curve of 2,898 feet radius to the left 1,036.2 feet to the northeast corner of Parcel No. 268; thence along the easterly line of said parcel, south 37 degrees 45 minutes east 282 feet to a point in the northerly line of a road leading from Ashton to West Hurley; thence crossing said road and still continuing along the easterly line of said parcel the following courses and distances: South 43 degrees 05 minutes east 350.5 feet, south 37 degrees 35 minutes east 550.9 feet, south 45 degrees 13 minutes east 96.5 feet, south 33 degrees 13 minutes east 215.2 feet and south 33 degrees 15 minutes west 1,363.3 feet to a point in the easterly line of Parcel No. 262; thence along the said easterly line, south 38 degrees 38 minutes east 257.3 feet, south 17 degrees 51 minutes west 399.3 feet and on a curve of 518.2 feet radius to the right 46.4 feet to the southeast corner of Parcel No. 259; thence along the southerly lines of said parcel and of Parcel No. 255, on a curve of 518.2 feet radius to the right 305.1 feet and south 63 degrees 20 minutes west 274.2 feet to a point in the easterly line of Parcel No. 254; thence along the easterly lines of said parcel and of Parcels Nos. 246 and 260 the following courses, distances and curves: North 78 degrees 30 minutes west 116.9 feet, on a curve of 75 feet radius to the left 96.2 feet, south 27 degrees 58 minutes west 457.4 feet, on a curve of 2,550 feet radius to the right 525.7 feet, south 39 degrees 46 minutes west 236.6 feet, on a curve of 461.9 feet radius to the left 152.5 feet and on a curve of 450 feet radius to the right 246.3 feet to the most southerly point of said Parcel No. 269, in the southerly line of before mentioned Parcel No. 246; thence along the southerly lines of said Parcel No. 246 and Parcel No. 245 the following courses, courses and distances: On a curve of 450 feet radius to the right 150.5 feet, south 71 degrees 17 minutes west 354.3 feet, south 62 degrees 43 minutes west 474.8 feet, on a curve of 350 feet radius to the right 412.1 feet, north 49 degrees 49 minutes west 112.3 feet, on a curve of 950 feet radius to the left 386.2 feet, north 73 degrees 07 minutes west 149.7 feet, on a curve of 450 feet radius to the left 94.5 feet, crossing a road leading from Stone Church to Ashton to the most easterly point of Parcel No. 244; thence along the southerly and easterly lines of said parcel and the southerly lines of Parcels Nos. 238 and 232, the following courses, courses and distances: On a curve of 450 feet radius to the left 145.8 feet, south 73 degrees 33 minutes west 128.5 feet, on a curve of 450 feet radius to the left 329.4 feet, south 31 degrees 36 minutes west 458.2 feet, south 42 degrees 14 minutes west 325.5 feet, south 69 degrees 05 minutes west 362.2 feet, north 83 degrees 17 minutes west 154.4 feet, on a curve of 450 feet radius to the left 264.2 feet, south 63 degrees 04 minutes 30 seconds west 414 feet, south 72 degrees 00 minutes west 685.1 feet, on a curve of 767 feet radius to the left 268.7 feet, south 51 degrees 55 minutes west 723.5 feet, on a curve of 967 feet radius to the left 301.4 feet and south 34 degrees 02 minutes west 160.2 feet to the northeast corner of Parcel No. 229; thence along the easterly lines of said parcel and of Parcels Nos. 228, 227 and 226 the following courses and distances: South 34 degrees 02 minutes west 760.8 feet, south 34 degrees 12 minutes west 568.2 feet, north 54 degrees 04 minutes west 39.9 feet, south 38 degrees 11 minutes 15 seconds west 891.6 feet and south 35 degrees 50 minutes west 1,501 feet, crossing a road leading from Stone Church to Ashton to the southeast corner of said Parcel No. 226, in the line between the Towns of Hurley and Marbletown; thence along the said town line and the southerly line of said Parcel No. 226, north 53 degrees 15 minutes west 1,295 feet and north 53 degrees 22 minutes west 240 feet to the southeast corner of Parcel No. 225 in the easterly line of a road leading from Stone Church and Brown's Station to Ashton; thence north 53 degrees 22 minutes west 33 feet to the southeast corner of Parcel No. 224 in the westerly line of said road; thence along the southerly lines of said parcel and of the before mentioned Parcel No. 223, and partly along the said line between the Towns of Hurley and Marbletown and along the line between the Towns of Hurley and Olive, north 53 degrees 22 minutes west 619.5 feet, north 53 degrees 17 minutes west 511.6 feet, north 51 degrees 57 minutes west 452 feet and north 53 degrees 17 minutes west 1,322.6 feet, crossing a road leading from Brown's Station to Ashton, to the point or place of beginning.

Reference is hereby made to the said map, filed as aforesaid in the office of the County Clerk of the County of Ulster, for a more detailed description of the real estate to be taken in fee, as above described.

In case any property above described is used for any public purpose, such as a highway, etc., such use shall continue until The City of New York shall have legal right to take possession of or change the same.

Dated May 14, 1907.

WILLIAM B. ELLISON,  
Corporation Counsel,  
Office and Post Office Address,  
Hall of Records,  
Corner of Chambers and Centre Streets,  
Borough of Manhattan,  
New York City.

m18,j29

### THIRD JUDICIAL DISTRICT, ULSTER COUNTY.

#### ASHOKAN RESERVOIR.

##### SECTION NO. 7.

Notice of Application for the Appointment of Commissioners of Appraisal.

PUBLIC NOTICE IS HEREBY GIVEN that it is the intention of the Corporation Counsel of The City of New York to make

application to the Supreme Court of the State of New York for the appointment of Commissioners of Appraisal under chapter 724 of the Laws of 1905, as amended. Such application will be made at a Special Term of the Supreme Court, to be held in and for the Third Judicial District, at the City Hall, City of Albany, N.Y., on June 29, 1907, at 10 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard.

The object of such application is to obtain an order of the Court appointing three disinterested and competent freeholders, one of whom shall reside in the County of New York, and at least one of whom shall reside in the county where the real estate hereinabove described is situated, to act as Commissioners of Appraisal under said act and discharge all the duties conferred by the said act and the acts amendatory thereof, upon such Commissioners of Appraisal, for the purpose of providing an additional supply of pure and wholesome water for The City of New York.

The real estate to be acquired herein is situated in the Towns of Olive and Hurley, and is to be acquired in fee for the purpose of furnishing an additional supply of pure and wholesome water to The City of New York.

The following is a statement of the boundaries of the lands to be acquired herein, with a reference to the date and place of filing of the map.

All the parcels herein described are to be acquired in fee and are colored pink on the map hereinafter referred to.

All those certain pieces or parcels of real estate situated in the Towns of Olive and Hurley, County of Ulster and State of New York, shown on a map entitled "Reservoir Department, Section No. 7, Board of Water Supply of The City of New York, Map of real estate situated in the Towns of Olive and Hurley, County of Ulster, and State of New York, to be acquired by The City of New York, under the provisions of chapter 724 of the Laws of 1905, as amended, for the construction of Ashokan Reservoir and appurtenances, in the vicinity of Ashton, south of railroad," which map was filed in the office of the County Clerk of the County of Ulster, at Kingston, New York, on the 8th day of May, 1907, and is bounded and described as follows:

Beginning at the north 40 degrees 10 minutes east 126.8 feet, north 43 degrees 38 minutes east 173.4 feet and north 43 degrees 38 minutes east 239.6 feet to the northeast corner of said Parcel No. 313, at the point of intersection of the centre lines of said road leading to Glenford and a road leading from Temple Pond to Ashton; thence along the easterly line of said parcel and the centre line of said road leading to Ashton south 16 degrees 52 minutes east 154.1 feet, south 3 degrees 56 minutes east 184 feet and south 12 degrees 15 minutes east 120.3 feet to a point in the westerly line of Parcel No. 309; thence along the said westerly line the following courses and distances: North 64 degrees 8 minutes east 365.2 feet, south 64 degrees 3 minutes east 199 feet, south 44 degrees 2 minutes east 46.2 feet, north 46 degrees 20 minutes east 224 feet and north 28 degrees 1 minute west 150.7 feet to the northwest corner of same north 64 degrees 50 minutes east 956.7 feet to the northeast corner of said parcel; thence along the easterly line of of said road leading to Ashton south 16 degrees 52 minutes east 20 minutes east 1,961.7 feet, north 68 degrees 20 minutes east 1,412.1 feet and south 39 degrees 39 minutes east 1,560.4 feet, recrossing before-mentioned Beaver Kill to the southeast corner of Parcel No. 309, in the before-mentioned northerly property line of the Ulster and Delaware Railroad Company; thence along the southerly line and running along the southerly lines of said Parcel No. 309 and of Parcels Nos. 307, 306, 305, 304, 281, 280, 278, 277, 276, 275, 274, 273 and of before-mentioned Parcel No. 270 the following courses, distances and curve: South 76 degrees 33 minutes west 1,142.3 feet, on a curve of 5,763 feet radius to the left 2,423.4 feet and south 52 degrees 28 minutes west 8,418.3 feet to the point or place of beginning.

Reference is hereby made to the said map, filed as aforesaid, in the office of the County Clerk of the County of Ulster, for a more detailed description of the real estate to be taken in fee, as above described.

In case any property above described is used for any public purpose, such as a highway, etc., such use shall continue until The City of New York shall have legal right to take possession of or change the same.

Dated May 14, 1907.

WILLIAM B. ELLISON,  
Corporation Counsel.

Office and Post Office Address: Hall of Records, Corner of Chambers and Centre Streets, Borough of Manhattan, New York City.

m18,j29

## PROPOSALS FOR BIDS AND ESTIMATES FOR THE CITY OF NEW YORK.

### NOTICE TO CONTRACTORS.

### GENERAL INSTRUCTIONS TO BIDDERS.

The person or persons making a bid or estimate for any services, work, materials or supplies for The City of New York, or for any of its departments, bureaus or offices, shall furnish the same in a sealed envelope, indorsed with the title of the supplies, materials, work or services for which the bid or estimate is made, with his or their name or names and the date of presentation to the President or Board or to the head of the Department at his or its office, on or before the date and hour named in the advertisement for the same, at which time and place the estimates received will be publicly opened by the President or Board or head of said Department and read, and the award of the contract made according to law as soon thereafter as practicable.

Each bid or estimate shall contain the name and place of residence of the person making the same, the names of all persons interested with him therein, and, if no other person be so interested, it shall distinctly state that fact; also, that it is made without any connection with any other person making an estimate for the same purpose, and is in all respects fair and without collusion or fraud, and that no member of the Board of Aldermen, head of a department, chief of a bureau, deputy thereof, or clerk therein, or other officer of The City of New York is, shall be or become interested, directly or indirectly, as contracting party, partner, stockholder, surety or otherwise in or in the performance of the contract, or in the supplies, work or business to which it relates, or in any portion of the profits thereof. The bid or estimate must be verified by the oath, in writing, of the party or parties making the estimate that the several matters stated herein are in all respects true.

Each bid or estimate shall be accompanied by the consent, in writing, of two householders or freeholders in The City of New York, or of a guaranty or surety company duly authorized by law to act as surety, and shall contain the matters set forth in the blank forms mentioned below.

No bid or estimate will be considered unless, as a condition precedent to the reception or consideration of any proposal, it be accompanied by a certified check upon one of the State or National banks of The City of New York, drawn to the order of the Comptroller, or money to the amount of five per centum of the amount of the bond required, as provided in section 420 of the Greater New York Charter.

The certified check or money should not be enclosed in the envelope containing the bid or estimate, but should be either inclosed in a separate envelope addressed to the head of the Department, President or Board, or submitted personally upon the presentation of the bid or estimate.

For particulars as to the quantity and quality of the supplies, or the nature and extent of the work, reference must be made to the specifications, schedules, plans, etc., on file in the said office of the President, Board or Department.

No bid shall be accepted from or contract awarded to any person who is in arrears to The City of New York upon debt or contract, or who is a defaulter, as surety or otherwise, upon any obligation to the City.

The contract must be bid for separately.

The right is reserved in each case to reject all bids or estimates if it is deemed to be for the interest of the City so to do.

Bidders will write out the amount of their bids or estimates in addition to inserting the same in figures